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No. 164, 14th YEAR, FEBRUARY, 1968

Published first Thursday of the month

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Fleet will still go a'roving

Commenting on recent defence cuts, Admiral Sir Varyl Begg, First Sea Lord, said that "the effect of devaluation had been to act as a catalyst on the decisions contained in the July White Paper.

"The full implications of these cuts will take some months to work out, but the broad effect of the decision to withdraw from Malaysia, Singapore, and the Persian Gulf by the end of 1971 will be to bring forward to 1972/73 the reductions previously planned for 1975/76."

Admiral Begg explained that this would pose two main problems for the Navy.

Firstly, the rundown of naval manpower which had been planned to take place by 1975/76 had now to be achieved three to four years earlier.

Secondly, the carrier force would now have to be phased out after our withdrawal from our overseas bases at the end of 1971.

THREE CLEAR TASKS

Speaking on the role of the Navy, Admiral Begg recalled that the July White Paper had defined three clear tasks:

- To provide, with the Polaris force, Britain's contribution to the strategic nuclear deterrent of the West.
- To continue to play a leading part in the maritime shield forces of N.A.T.O.
- To perform, for as far ahead as can be foreseen, a valuable peace-keeping function outside Europe by the

unobtrusive and flexible exercise of maritime power.

N.A.T.O. ROLE

He said the first of these roles was unaffected by the recent decisions, while there would be increased emphasis on the N.A.T.O. role.

As regards the third role, deployment of forces outside the N.A.T.O. area and our capability to conduct operations overseas would be more limited after 1971.

"But for those," the Admiral said, "who gloomily think that service in the Navy of the future will be confined to the waters around the U.K., I would remind them that the N.A.T.O. area extends from the British Isles 2,000 miles eastward into the Mediterranean, and 3,000 miles westward in the Atlantic, and stretches from the Equator to the North Pole.

"This includes a great many
 Continued on page 14.



On a skyline of horror in the Sicilian earthquake comes the reassuring figure of a British sailor—AB Hartley—from the Royal Navy ships which gave aid. (See page 22.)

EARLY STATEMENT ON THE RUNDOWN

Although not under-estimating the unprecedented difficulty of the rundown preparations now facing the Navy, the Second Sea Lord, Admiral Sir Frank Twiss, believes it can be tackled in such a way that redundancy effects will be somewhat less than had been feared.

"Within the next few weeks it is my hope that we can give some details which will reassure the Fleet that the process of reduction will be orderly and with due warning to individuals. There is going to be no undignified pushing out," he told "Navy News."

"There will be no redundancy

for a couple of years. There is no need to begin getting fussed now, and many officers and men will not be affected at all."

and the N.A.T.O. role could give a false impression.

NATURAL WASTAGE

Admiral Twiss explained that the rundown originally planned for 1976 would have to be telescoped to 1973.

"This means that redundancy will inevitably be a little heavier, but not I judge a very marked increase over what was forecast last July, because adjustment of entry and natural wastage by normal retirement will still take care of the greater part of our reduction in numbers.

"When the extent of redundancy has been worked out, we shall inform the Fleet and call for volunteers who would like to put their names forward to leave the Service.

"We shall lean over backwards to ensure that they will have time to come back to the U.K., draw breath, and prepare themselves for civilian life.

RESETTLEMENT

"Special effort is going into the resettlement organisation, and it will be well geared to meet the additional load."

Admiral Twiss did not anticipate any acute accommodation difficulties resulting from the bringing back of families from the Far East. Building of married quarters was going ahead at speed, and was expected to at least keep abreast with the present ratio of demand and availability.

If necessary the rundown of naval hirings could be reversed, but the new building, plus the success of the Assisted House Purchase scheme for owner occupation, should take care of any problems.

As for the travel and adventure side of naval life, Admiral Twiss said that talk of Europe

M.C. awarded to Commando

Of 10 Military Crosses awarded in the final list of awards for service in Aden, one went to Lieut. Terence Knott, R.M., of 45 Cdo, Royal Marines.

The citation states that Lieut. Knott's troop of 15 Marines had to jump from a helicopter under heavy fire.

Lieut. Knott crept to a cave from which a dissident was firing, and lobbed a grenade which was immediately thrown back.

"Lieut. Knott avoided the explosion," says the citation, "and jumped into the cave to kill the enemy, completely regardless of his own safety."



HER WINGS

Fleet Air Arm wings and a cigarette box were presented to world flier Miss Sheila Scott by the Flag Officer Naval Air Command (Vice-Admiral Donald Gibson) at a dinner held in the wardroom at R.N. air station, Yeovilton.

The presentation was to record the admiration for the flying exploits of Miss Scott, who becomes the F.A.A.'s only lady honorary pilot.

Warships off Mauritius

When racial riots broke out in Port Louis, Mauritius, British troops were sent to the island by air from Singapore, and H.M.S. Euryalus and H.M.S. Cambrian were sent to the scene.

Euryalus anchored off the island to provide cover for the

troops ashore, while Cambrian was sent to the island of Rodrigues, 350 miles east of Mauritius.

Rodrigues was hit by a hurricane at the beginning of January, and hungry villagers broke into stores and "resisted"

arrest. In Mauritius 17 people have been killed in clashes between Creoles and Muslims, and many more have been injured in disorders which, it is said, arose from racial troubles. Mauritius achieves her independence in March next.

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Dampier, the ship of 1,400 memories

H.M.S. Dampier, last of the four survey ships converted from frigates in 1948, returned to Chatham just before Christmas, 1967, at the end of a long and useful life, having spent the last 19 years on the Far East Station. Refits took place in Hong Kong and Singapore.

Her work, generally, has been unsung, but the ship (and her ship's company) certainly "made the headlines" on the journey home from the Far East.

Having lost a screw off Freetown, her captain, Cdr. P. G. N. Cardno, had sails made from awnings, and the assistance these sails gave enabled the ship's company to spend Christmas at home.

Launched as H.M.S. Herne Bay in 1945, she was renamed Loch Eil and then H.M.S. Dampier.



Capt. William Dampier

The buccaneer

The ship is named after Capt. William Dampier (1652-1715), who started his career as a buccaneer in the West Indies, later sailing around the world and publishing a book on his experiences and observations.

On the strength of this book he was given command of H.M.S. Roebuck in 1699, and sent on two voyages of exploration and discovery. Unfortunately both voyages were failures because of the mutinous crews

and unseaworthy ships he had been supplied with.

He made one final voyage as a trader during which the original Robinson Crusoe was rescued from Juan Fernandez Island.

William Dampier's powers of meticulous observations during his voyages produced a great amount of information which became the basis of much future theory and knowledge.

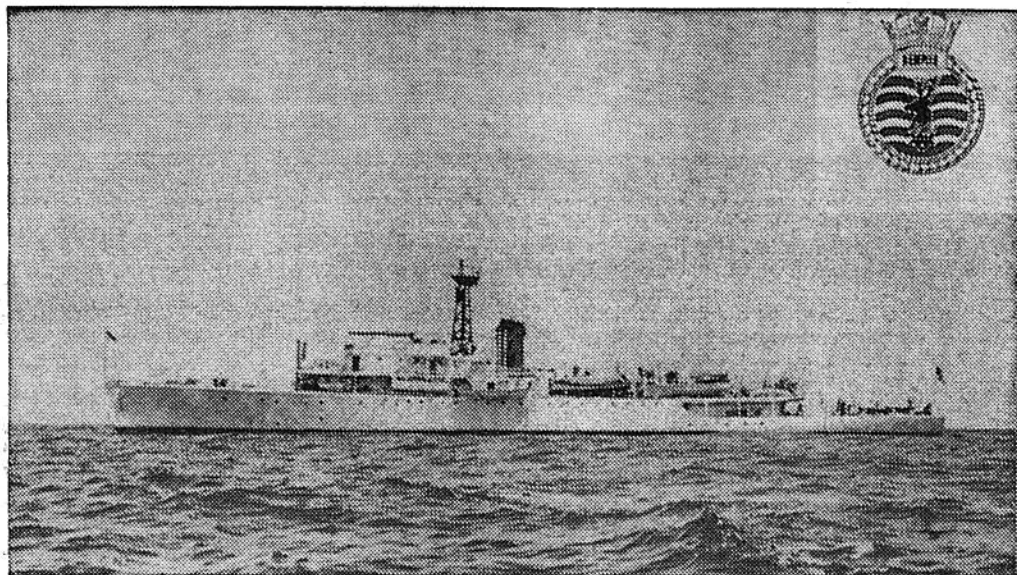
Dampier is the only ship the Royal Navy has ever named after this man: in this she is

unique as in many other ways.

Over the last 19 years about 1,400 people have lived in the ship, wilted on the upper deck in the glare of the afternoon sun, sweated in the machinery spaces and storerooms, struggled in the mud at the mangrove edge, choked up hills cursing the creepers catching the theodolite legs, peered endlessly through sextants at specks on the molten horizon, hacked away at unfellable trees, spent nights mending boat hulls, engines and echo-sounders, or feverishly working out "trig."

Left their mark

They have all left their mark in some way or another on the ship. Each man of each commission has helped to shape it by his personality and his efforts, and each commission has passed something on the next.



Through it all, this middle-aged and patient ship has accommodated them, put up with being pushed along a bit too fast, wracked round tight turns at the ends of lines, torn apart and put together by dockyard "mateys," and has taught those on board and handed on the things the previous commissions have learned.

What a wealth of survey work has been performed by her crews in those 19 years; what a crop of Dampier yarns there must be, how many funny incidents, others perhaps tragic—she has

lived a full life in the East, the only waters she has ever really known.

What a host of friends her company must have made both in the cities of the East and in remote kampongs by the sea shore or on the river banks, where detached parties have established their camps for a while, until, work completed, they have returned to the ship and left their friends behind.

have been forwarded from Dampier, each survey embodying for ever some small part of the men who made it, and each bearing the signature into history of one of Dampier's 12 captains who directed the work.

But Dampier has been a worker all her life, but perhaps never so hard than in the closing years when she has steamed with the Fleet and alone on long oceanographic voyages as well as the traditional surveys.

H.M.S. Dampier, built by Smith's Dock Ltd., of Middlesbrough, displaces 2,230 tons (full load), is 307 feet in length (o.a.) and has a beam of 38½ feet.

Complement is 12 officers and 140 ratings.

200 major surveys

Surveyors from Dampier have served as diplomats from Britain as well as map-makers in these remote and often lovely places.

Over the years it is estimated that about 200 major surveys

Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate:

To CPO
858140 J. J. Whittington, 818189 A. F. Sell, 646400 R. J. Wakeling, 836500 E. R. Harris, 292958 S. C. Winchcombe, 661011 J. J. Root, 819804 B. E. G. McGrew, 836618 R. J. O. Knight, 865474 J. B. Newbrook, 820336 R. E. Baxter, 819830 W. Hastie, 835731 A. W. Hutchins, 712627 G. R. Oliver, 836404 D. M. Storar, 712603 T. A. Templeman, 833228 P. Doherty, 790006 E. Bothwell, 862589 R. G. Taylor, 839041 C. H. Thorpe, 661058 J. C. MacMillan, 851972 D. Eastham, 760211 J. B. Davies.

To CPO CA
899109 E. B. Slater, 875390 R. W. R. Greenham.

To CPO Ck(S)
849443 A. Reid.

To CPO STD
898734 C. J. Bird, 761234 R. D. Draycott.

To A/CERA
MX 855553 B. F. Gill.

To Ch M(E)
KX 891758 G. Reynolds.

To A/CCEA
M 957938 S. C. Kearley.

To A/COEI Mech
MX 660656 M. H. J. Hawkins.

To A/CREA
MX 913557 B. Riley.

To Chief REI
MX 893838 J. P. Kirby.

To CCY
JX 890057 J. V. Smart.

To CAF(AE)
L/FX 866608 J. Hamilton, L/FX 816536 D. F. Luckett.

To CAF(O)
L/FX 877618 J. D. Smith.

To CA(AH)
L/FX 895106 W. L. Douglas.

ROSTER POINTS

See page 13

NAVY MINISTER AT S.D. SCHOOL

Mr. Maurice Foley, Navy Under-Secretary, attended a dinner at the S.D. Officers' School, Eastney, on January 18. He spent a night at Admiralty House as a guest of the Commander-in-Chief, Portsmouth (Admiral Sir John Frewen).

ORDERS FOR POSTCARDS

Postcard photographs of H.M.S. Dampier, or any of the previous ships in the series (listed here), may be obtained from "Navy News" Postcard Dept., 13 Edinburgh Road, Portsmouth. Each card costs 6d., post free.

Readers may send a sixpenny stamp or a postal order for each card, or a 6s. postal order or cheque to cover a year's supply, sent on publication.

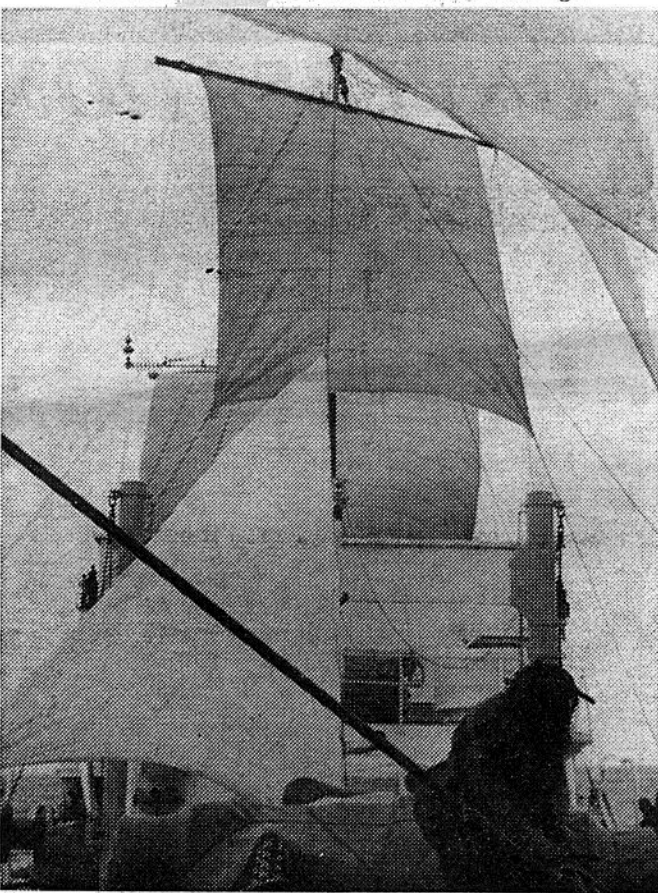
The full list of ships is as follows:

Theseus, Bulwark, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Darling, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdleness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell,

Dainty, Protector, Undine, Defender, Darlington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyll, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Acheron, Leyburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A. Tidesurge, Striker, Plymouth, Barrosa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, Agincourt, Leander, Grenville, Tarrar, Jaguar, London, Kent, Ajax, Devonshire, Lowestoft, Hardy, Dreadnought, Eagle (modernised), Lynx (modernised), Osiris, Cambrian, Loch Lomond, Dido, Wakeful, Triumph, Sidlesham, Alderney, Tramp, Roebuck, Mohawk, Hecla, Naiad, Ocean, Zulu, Lofoten, Reclaim, Craton, Orpheus, Ursa, Woolaston, Dundas, Fearless, Manxman, Glamorgan, Auriga, Forth, Hecate, Finwhale, Olwen (formerly Olynthus), Relentless, Fife and Intrepid.

Due to increased costs, postcards will cost 1s. each (including postage) from April 1.

H.M.S. Dampier, with her sails made from awnings.



Commissioning Forecast

(Continued from page 2)

S.A.R. FLIGHT, EAGLE, January at Cudroze, Whitby, U.K. Base Port, Devonport.

ASHANTI (G.P. Frigate), January 30 at Portsmouth for trials. Port Service. Commissions March 27.

FEBRUARY

GALATEA (G.P. Frigate), February at Portsmouth, General Service Commission (Phased), Home/East of Suez (FE)/Home. (Captain's Command.) U.K. Base Port, Portsmouth.

ESKIMO (G.P. Frigate), February at Portsmouth, General Service Commission (Phased), Home/East of Suez (ME), U.K. Base Port, Portsmouth.

LONDONDERRY (A/S Frigate), February 20 at Rosyth for trials. Port Service. Commissions May 1.

MARCH

ASHANTI (G.P. Frigate), March 27 at Portsmouth, General Service Commission Home/East of Suez (ME)/Home. U.K. Base Port, Portsmouth.

APRIL

ANTRIM (GM Destroyer), April at Glasgow, General Service Commission Home/East of Suez (FE), U.K. Base Port, Portsmouth.

GLAMORGAN (GM Destroyer), April 3 at Devonport (tentative date), General Service Commission (Phased), Home/East of Suez (FE), U.K. Base Port, Devonport.

TARTAR (G.P. Frigate), April at Gibraltar, LRP complement.

MAY

LONDONDERRY (A/S Frigate), May 1 at Rosyth, General Service Commission Home/East of Suez (FE), U.K. Base Port, Portsmouth.

INTREPID (Assault Ship), May (tentative date) at Devonport, Home Sea Service/Foreign Service from date of sailing, East of Suez (FE), U.K. Base Port, Devonport.

CAVALIER (Destroyer), May at Devonport, General Service Commission Home/Port, Devonport.

GLAMORGAN FLIGHT, May (tentative date) at Portland, General Service Commission, Wessex, U.K. Base Port, Devonport.

JUNE

HAMPSHIRE (G.M. Destroyer), June at Chatham, LRP complement.

BACCHANTE (G.P. Frigate), June at Newcastle, General Service Commission, Home/Port, Devonport.

LOWESTOFT (A/S Frigate), June at Chatham for trials, Port Service, Commissions August, 1969.

NOTES—It is emphasised that the dates and particulars given are forecasts only and may have to be changed—perhaps at short notice.

The terms "U.K. Base Port" means the port at which the ship may normally be expected to give leave and refit.

For ships which are to be phase-commissioned, the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

Drafting action for men for trials crew (who will form part of the final complement) is initiated, between two and five months, before the dates quoted.

These periods should be borne in

mind when preferring requests to volunteer for service in particular ships.

EXCHANGES

The following ratings are anxious to exchange ships. Anyone interested should write to the applicants direct. In accordance with Defence Council Instruction 1151/65, requests to transfer must be submitted to the respective commanding officers in the normal Service manner.

Ck(S) M. L. Maxwell, H.M.S. Diana, wishes to exchange ships with similar rate in Scotland Command, preferably H.M.S. Fulmar.

CPO K. Pearson (PTI), serving in H.M.S. Royal Arthur (Corsham) wishes exchange establishment with CPO or PO (PTI) in Portsmouth area.

AB Head, Rodney 11 Mess, H.M.S. Drake, serving in H.M.S. Lynx, refitting at Devonport, willing to exchange with AB (UW2) in any ship on General Service Commission, U.K. Base, Portsmouth.

SA J. Graham, of Victualling Office, H.M.S. Dolphin (over six months' job) will exchange with similar rating in a shore job in Rosyth area.

AB G. Whitley, H.M.S. Glamorgan, R.P.2 (Nav. Yeo.), wishes exchange with similar rating, Portsmouth based, shore billet or Home/Sea Service.

SA R. J. Hart, Victualling Office, H.M.S. Cochran (over six months) will exchange for similar draft in Portsmouth, Portland, Devonport or Chatham area, Devonport preferred.

AB N. Jones (QA 2), Fraser Gunnery Range, Eastney, on draft to H.M.S. Troubridge (Chatham-based) February 23, will exchange with similar rating, shore based or Home Sea Service Portsmouth area.

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PEREGRINE TROPHY WINNERS

ROCKETS AWAY

Dramatic shot gains top award for Heron entry

A dramatic picture, "rockets away," won for LA Lowe, of H.M.S. Heron, first prize in class three (R.N. aircraft) of the Peregrine Trophy competition. In the final judging the entry also gained the top overall award.

A fine silhouette of H.M.S. Galatea sailing in a lunar-like sea had a special appeal for its unusual effect, getting first prize for LA Maris (H.M.S. Hermes) in the class for H.M. ships.

Though somewhat contrived, PO Gill's "stand easy" picture adds the touch of humour that pleased the judges, who gave it first prize in the recreational activities class.

The full list of prize-winners was as follows:

TRADE ACTIVITIES.—1, Contre Joure, NA Ellis (Sim-bang); 2, Follow Me, PO Larcombe (Hermes, 893 Squadron); 3, Action Man, LA McNee (Eagle).

H.M. SHIPS.—1, Set in a Silver Sea, LA Maris (Hermes); 2, All Together Girls, PO Larcombe (Hermes, 893 Squadron);

3, Island of Dream, PO Larcombe.

R.N. AIRCRAFT.—1, Rockets Away, LA Lowe (Heron); 2, Contact, LA Dorey (Fulmar); 3, Black Jack, LA Smart (Hermes).

RECREATIONAL ACTIVITIES.—1, Stand Easy, PO Gill (Fulmar); 2, Up and Under, PO Larcombe (Hermes, 893 Squadron); 3, Chain Gang, PO Gill.

CEREMONIAL.—1, Conversation Piece, LA Pogson (Fulmar, 801 Squadron); 2, Royal Visitor, LA Paterson (Drake); 3, One for the Pot, NA Thompson (Hermes).

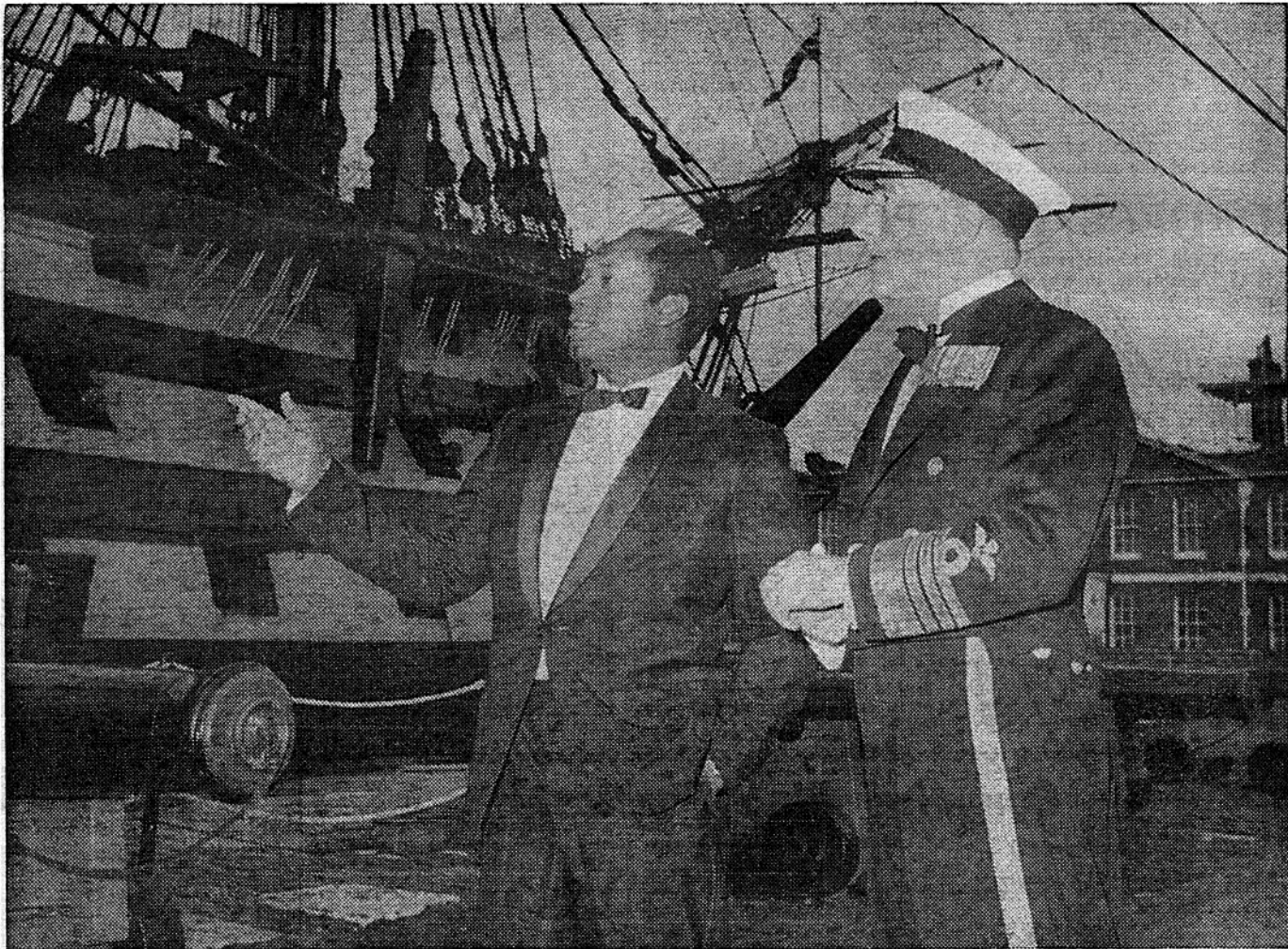
FREE SUBJECT.—1, Negative Response, LA McNee (Eagle); 2, Swinging Sailors, LA Paterson (Drake); 3, All the Nice Girls, LA Maris (Hermes).

LA Lowe (Heron)



CONVERSATION PIECE

LA Pogson (801 Squadron)



Danae's big welcome on going 'foreign'

The first operational foreign visit of H.M.S. Danae was to Cherbourg, where the commanding officer, Capt. J. D. Honwill, inspected a guard of honour provided by the French Navy.

The visit lasted from November 17 to 20, and one of the reasons for its success was that a fortnight earlier Danae was involved in the unsuccessful attempt to rescue four fishermen lost overboard from the Cherbourg trawler La Nativite. On arrival at Cherbourg, Danae was greeted by the Press, and received excellent coverage in the local newspapers on the following day.

A collection was taken on board for the dependants of the

lost men, and a presentation was made on La Nativite. Six officers and six ratings were present.

The ship's rugby and soccer teams played French naval sides. The rugby team drew 3-3, but the soccer game ended in a 4-1 defeat.

Although not a wildly exciting run ashore, it was an interesting visit, particularly for those who heard of the devaluation of the pound in the local casino!

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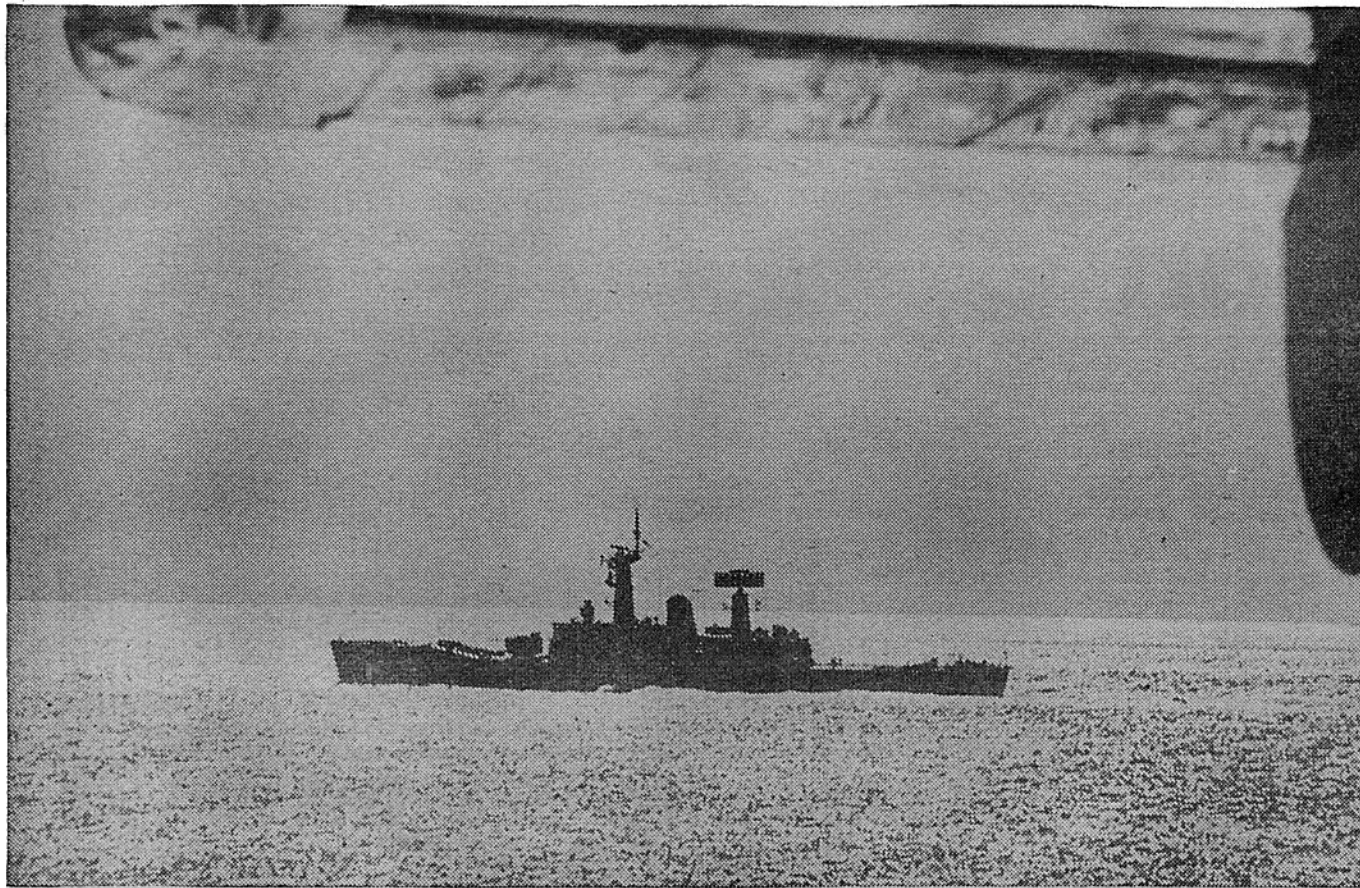
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SET IN A SILVER SEA

LA Maris (Hermes)



PO Gill (Fulmar)

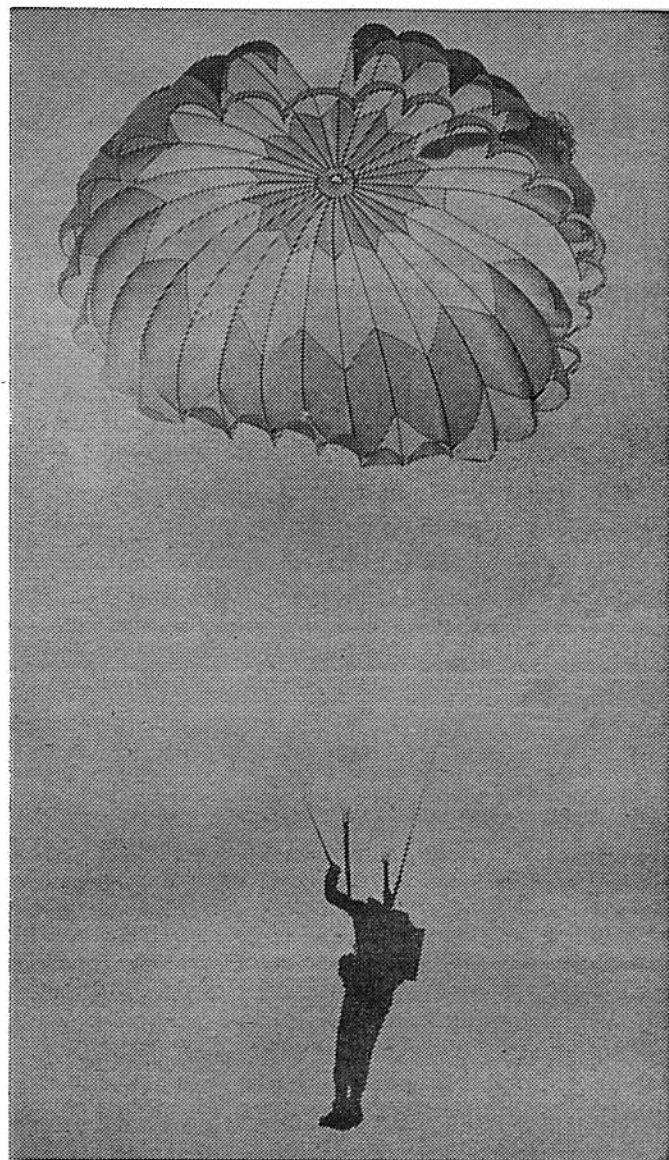
STAND EASY



NAVY NEWS FEBRUARY 1968

5

CONTRE JOURE



NA Ellis (Simbang)

Engadine's work-up

After Christmas leave, the Royal Navy's new helicopter support ship, the RFA Engadine, left Portsmouth to start her work-up from Portland.

The Engadine has been specially designed to meet naval training requirements in the flying, handling and maintenance of helicopters. She will be fully capable of training pilots, and the helicopter control teams of ships, thereby saving valuable time during work-up periods.

Manning and operation is by the Royal Fleet Auxiliary, in the same way as fleet support ships, but the permanent ship's company will include a naval liaison officer, a naval medical

officer and 12 technical ratings. An additional 130 R.N. personnel can be accommodated for training purposes.

The hangar is designed to accommodate four Wessex and two Wasp helicopters, and two can be flown simultaneously off the flight deck. The ship is 425 feet long and displaces 8,000 tons.

Launched in September, 1966, Engadine is named after a valley in Switzerland, and is the third ship to bear the name.

The first was H.M.S. Engadine, from which flew the first seaplane in the Navy's history. This plane sighted the German High Seas Fleet before the Battle of Jutland.

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Amazing Harrier increases world attention

The Harrier, the world's first operational VTOL close support fighter aircraft, designed and built by Hawker Siddeley, demonstrated its capabilities at Dunsfold (Surrey) on January 4.

The Harrier, 60 of which have been ordered for the R.A.F., is a development of the P.1127 (Kestrel). It has different aerodynamic features as well as a much more powerful engine.

BOMBS JOB



PO Derek Snell

One of the most demanding jobs imaginable—bomb disposal work in Hong Kong—has recently been undertaken by PO Derek Snell (35), of Norfolk, who, as a member of the Clearance Diving Team attached to the Far East Fleet, did a 16-day stint in the troubled colony.

"When I arrived in Hong Kong things were fairly quiet," said PO Snell, "but it soon became busy. At one stage I was on duty 40 hours without a break."

He is now back in Singapore with his wife Jean and their three sons.

It has been designed to give immediate level, high-speed, close support in the attack and/or armed reconnaissance role, from the forward edge of a battle area.

The new aircraft can also be operated from shipborne platforms.

SPEED OF SOUND

On October 24, 1967, Hawker Siddeley chief test pilot at Dunsfold, Mr. Hugh Meredith, completed a two-day demonstration, watched by Italian service chiefs, with a vertical landing on the small helicopter platform of the Italian Navy guided-missile escort cruiser Andrea Doria.

The Harrier, which had arrived over the Andrea Doria at almost the speed of sound, took off again vertically to fly back to England via Pisa.

5,000 lb. LOAD

Taking off from a short unprepared strip, the Harrier can carry a 5,000 lb. external load with a radius of action comparable to conventional aircraft operating from vulnerable concrete runways. Its ferry range is about 2,000 nautical miles.

From clearings near the forward edge of the battle area, the Harrier can take off vertically to strike within seconds of an instruction from the area commander.

The MATRA rocket launchers fire 68 mm. SNEB rockets, 108 of which can be carried, each one capable of penetrating 15 inches of armour plate.

The Harrier has been flown in excess of Mach 1, but its normal operational speed is about 740 m.p.h. at ground level.

Several foreign countries are said to be extremely interested in the new aircraft, including Italy, West Germany, Israel,

and some in the Middle East.

Mr. W. Bedford, the company's former chief test pilot, who is now in charge of the Harrier project, and who flew the Harrier and its development predecessors for seven years, said: "This aircraft can boost our balance of payments, strengthen the pound, give Britain a new lead in advanced technology, and pave the way for the long-term civil application."

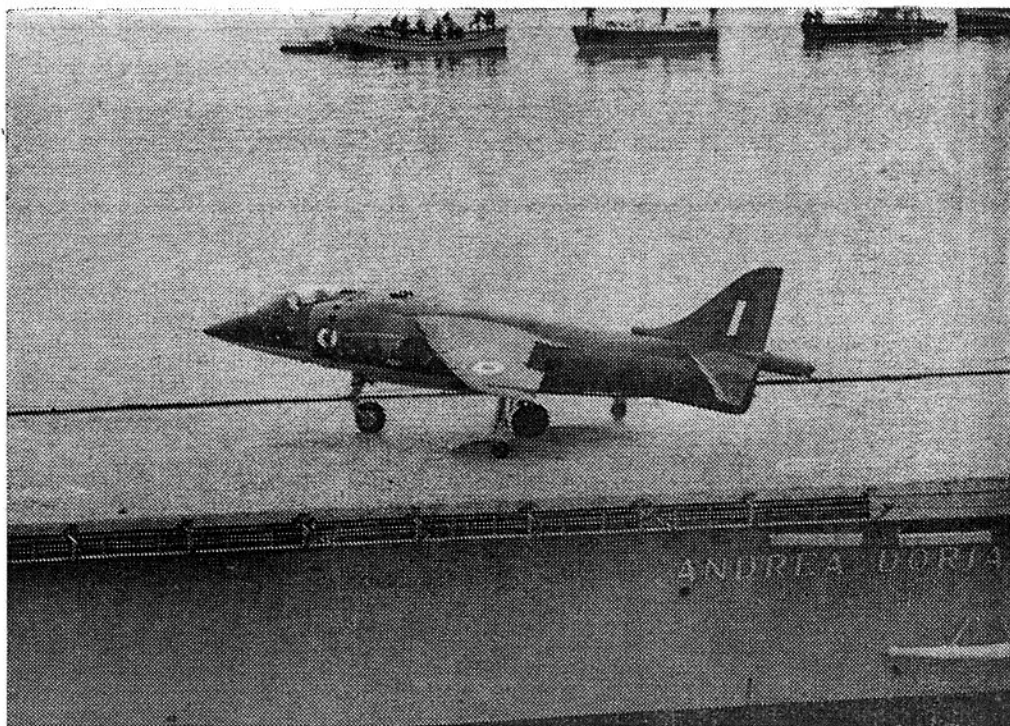
He was speaking after several of the aircraft had demonstrated their remarkable capabilities rising straight from the ground, flying at near supersonic speed, turning in circles, and moving backwards before landing again vertically.

VALUABLE TO NAVY

From the Royal Navy's point of view, such an aircraft would be invaluable. It would be an effective answer to the fast missile-carrying patrol boats, similar to the Russian boat that sank the Israeli destroyer last year.

The Russians, it is said, have started a "crash" programme to build a similar aeroplane.

CRUISER TEST



Harrier aircraft aboard the Italian guided-missile escort cruiser Andrea Doria

PLEASED TO SEE THE NAVY DOCTOR

Thanks to British forces and a New Zealand friendly society, the sleepy fishing village of Kau Sai, off Hong Kong, now has its own "house of light."

With a generous donation from New Zealand, the

Chinese fisherfolk of the island sought the help of the Services to install electric power. The Army found the best site to locate the genera-

tor and showed the villagers how to operate it.

The R.A.F. air-lifted building materials, and the fisherfolk got down to the job of building their "power station."

Then came the Navy. H.M.S. Llandaff, on a routine visit to Hong Kong, slipped into Kau Sai's tiny bay, and put ashore a landing party to help rig up overhead wiring to all parts of the village and finish off the scheme.

Kau Sai's inaccessibility poses many problems for regular doctor's visits, and while the men of Llandaff were putting up cables, Surg. Lieut. W. Nobbs, of Feltham (Middlesex), treated the villagers for all sorts of ailments.

Surg. Lieut. William Nobbs, the seaborne locum, built up a lightning general practice among the villagers



'Artificer' — change is not wanted

When he addressed 600 artificer apprentices at their passing-out ceremony in H.M.S. Caledonia, Rear-Admiral H. H. Hughes, Chief Naval Engineering Officer, said he was sure that the apprentices were proud of the title "artificer."

A suggestion had been made that "artificer" was old-fashioned, and that a better title, understood outside the Service, should be introduced.

Admiral Hughes said: "The word 'artificer' implies a craftsman, and craftsmanship is one thing we can export."

He went on to say that any move to change the 100-year-old title would be strongly resisted.

The first artificers in the Royal Navy were shipwrights, and later came the engine-room, electrical, ordnance, and radio artificers

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Caledonia rebuilding in third phase

The third phase in the redevelopment of H.M.S. Caledonia, Rosyth, is now under way. The Ministry of Public Building and Works has awarded a contract worth about £500,000 to the Mitchell Construction Company (Scotland) Ltd.

H.M.S. Caledonia is built on two levels. On the upper level, where the third phase is planned, demolition of existing huts will make way for the new buildings.

These will provide sleeping accommodation for 126 chief petty officers, petty officers, and ratings; and dining and recreation facilities for the entire strength of CPOs, POs, ratings

and apprentices—925 in all.

Sleeping accommodation for the apprentices was provided in dormitory blocks recently completed under phases 1 and 2.

The third phase consists of five blocks of varying heights linked by single-storey buildings.

The buildings will be heated from the existing steam duct.

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HER SKIRT 'A HORROR'

Working in the Family Welfare Office of H.M.S. Terror, at Singapore, are three members of the Women's Royal Naval Service who, between them, have a total of 81 years' service. All agree that they do not regret a single day of it.

Chief Wren Violet Perrin, of Manchester, who at the age of 62 is the oldest Wren, is retiring in May. She joined in 1943 as a writer, and served in that category for four years before transferring to the Welfare branch.

Now greying, but still young at heart, Chief Wren Perrin was awarded the B.E.M. in the 1965 Birthday Honours.

Chief Wren Hilda Earl, of Bedhampton,

Left to right: Chief Wren Earl, Chief Wren Perrin, and Chief Wren Gould

can claim 29 years' service, joining as a supply assistant on October 16, 1939, although the serge uniform and lisle stockings of the period were not available for issue until six months later.

"I was absolutely horrified when I first received it," she says, "for the skirt was like a bell tent, and I made my way to Whale Island through the back streets so that nobody would see me."

She joined the Welfare branch in 1950.

The third member of the Terror welfare team is Chief Wren Muriel Gould, of Cheltenham. She joined as a cook in 1941, becoming a chief Wren cook and gaining the B.E.M. before switching to the Welfare branch.



'I can remember...'

Among applications for the postcard issued last August to commemorate the 50th anniversary of the first deck landing on a ship underway were letters from ex-members of the Royal Navy "with a tale to tell."

The following are extracts from three of these letters.

Aircraft Armourer from Derby

When Furious was first commissioned as a carrier at Newcastle in 1917, I joined as an aircraft armourer in the Royal Naval Air Service.

I stayed with her until after the Armistice, except for three days when I was sent to Renown to attend to the guns on a fighter plane which she carried

"You ought to get your brake lights fixed!"

Aircraft propeller chewed up car

on one of the gun turrets. She was under short notice to sail and I had to sail with her. (How's that for a pier-head jump!)

I was also present aboard Furious when we had the pleasure of escorting the German Fleet into Scapa Flow on November 20, 1918.

After the Armistice I, along with three other armourers, was transferred to Vindictive and was taken through the Baltic to the Gulf of Finland to a camp at Kivisto, from where our planes were bombing Kronstadt most days.

Unfortunately, there were no

armourers there until our arrival, and the pilots were shooting their own propellers off!

Ex-Engineering Lieutenant from London

I had the job of commissioning Naval Air Station, Ayr, from the R.A.F. in 1944, and in November of that year got caught on the main runway by a R.A.F. Martinet while in a car on my way to a payment in the hangar.

The all-steel screw chewed up the car and put me in the sick bay and hospital for some three to four months.

I was hardly popular with the commanding officer of the station as the squadron was landing five minutes later. One ran into the back of the abandoned car and another into the tail of that one.

I was also present at fleet manoeuvres in the Mediterranean in 1931 when H.M.S. Glorious was prevented by fog in the bay from rendezvousing with its aircraft, which had, in consequence, to flop into the sea when their fuel ran out.

Leading Seaman (LTO) from Worcester

As a boy I joined the Royal Navy (H.M.S. Impregnable) on May 7, 1915. The same day the Lusitania was torpedoed off Southern Ireland.

In 1916 I was serving in H.M.S. Waveney, escorting convoys from Immingham to Lerwick in the Shetlands. Waveney, Doon and Vixen were among our very early torpedo boats—they rattled when steaming on rough passages, particularly during the submarine menace of 1916, when U-boats were everywhere.

I well remember on one occasion putting on full speed in an attempt to ram one, missing her



LETTERS TO THE EDITOR

My Sea Cadet son informs me of two recent changes in R.N. practice, which seem strange to me after 10 years outside. Could you advise me if these are correct:

1. A rating in uniform, when not wearing a cap, should salute an officer.

2. The seven cross creases are not to be worn in a seaman's trousers.

Barry L. Jones

Thelwall, Nr. Warrington (Lancs).

A rating in uniform would not normally be out of doors without a cap, but should these circumstances arise he would not salute, but give an eyes right or left. The question of cross creases is at commanding officers' discretion. The actual number is not specified, and is subject to local regulations—usually five or seven creases according to the height of the wearer.

Book on Sabre

I am collecting material for a book on the adventures of the destroyer H.M.S. Sabre between 1937 and 1941, and would be grateful for word from anyone who served in the ship during that period, especially in connection with the Dunkirk evacuation.

L. A. Griffith

152 Barnsole Road, Gillingham (Kent).

F.A.A. queries

As a regular reader of "Navy News" since I left the Service in 1961, could you please answer these questions for me?

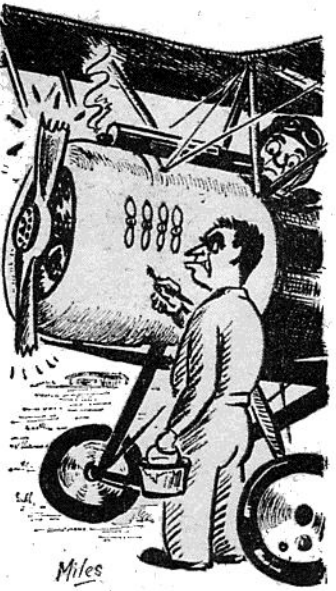
1. Which was the first naval jet aircraft to carry out deck landings, when, and which aircraft carrier?

2. Which was the first operational squadron of jet aircraft in the Fleet Air Arm.

M. Disney

Oswaldtwistle, Lancs.

First naval jet aircraft to carry out deck landings was a Vampire piloted by then Lieut.-Cdr. Brown (now commanding officer R.N. Air Station, Lossiemouth) on



on the bows and scraping under our stern.

In 1917 I commissioned H.M.S. Nairana taking over from Denny Brothers, Glasgow, who had converted her from a pre-war passenger ship. Trials followed on the training of pilots in taking off from the short flight deck forward, steaming up and down the Firth of Forth.

And then came my time in Furious, which I remember very well, even before her conversion. We were there when Squadron Commander E. H. Dunning was killed in 1917.

CARDS AVAILABLE

Cards are still available (price 1s. plus 3d. postage) from the Command Public Relations Officer to Flag Officer Naval Air Command, Wykeham Hall, Le-on-Solent.

Proceeds are in aid of the Naval Air Relief Fund which benefits the dependants of naval aircrew killed in flying accidents.

Fings ain't what they used to be

H.M.S. Ocean, off the Isle of Wight, on December 4, 1945.

The first operational squadron of jet aircraft in the Fleet Air Arm was 800 Squadron. This squadron was of Attacker aircraft, and formed up at R.N. Air Station, Ford, in August, 1951.

coming home from East Africa, and joined Suffolk.

P. Barry

Waterford, Eire.

DETAILS ABOUT WOLVERINE

In the December issue a reader requested information concerning the destroyer H.M.S. Wolverine, Mr. Douglas Kinghorn, of the Warship Record Club, has been able to supply the enquirer with details which may be of interest.

Wolverine served throughout the war, sinking the U47 on March 8, 1941. On April 5, 1941, in company with H.M.S. Scarborough, she sank U76.

In August, 1942, she formed part of the escort to H.M.S. Furious flying Spitfires to Malta. During the return journey to Gibraltar, Wolverine rammed and sank the Italian submarine Dagabur.

H.M.S. Wolverine was broken up at Troon in 1946.

SHIPS MONTHLY

Special Navy Number for February

CONTAINS

A detailed account of H.M.S. LEANDER with a coloured cover picture

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During December the Rose season is coming to an end, and whilst orders for Roses will be executed if possible, other flowers may have to be substituted.

The number of blooms sent varies according to current wholesale prices—more blooms are sent for the same price during July and August, and a lesser number during December—owing to seasonal capacity.

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NAVY NEWS
February, 1968

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ROYAL NAVY'S AIRCRAFT

No. 1

The Supermarine Walrus amphibian, known universally as the "Shagbat," enjoyed a reputation rivalled only by that of its contemporary the Swordfish.

Developed from the Seagull V, the Walrus I was introduced in 1935, after successful catapult trials in H.M.S. Nelson.

Its primary duty was as a "spotter" aircraft for the big guns of the fleet. In addition to this, it did valuable service on anti-submarine patrols, air-sea rescue duties, mine spotting and whaling. It was even used on occasions for dive-bombing attacks.

In spite of its ungainly appearance, it was highly manoeuvrable and could be looped with ease.

An inadvertent stall on top of the loop would invariably bring a cascade of floor boards, anchor chains, or boat hooks falling about the pilot's ears, only to return with a resounding "thump" when the aircraft righted itself.

Like a gas ring

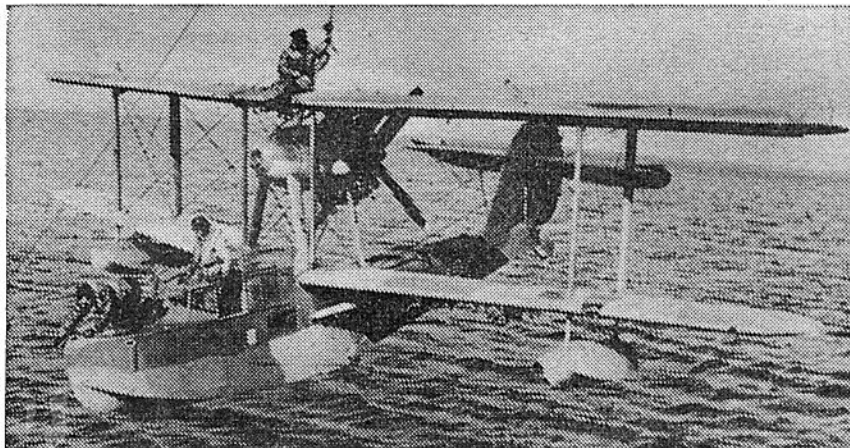
The engine was thoroughly reliable, though a little noisy, and at night looked remarkably like a gas ring. It would run on car petrol, and broken or borrowed valve springs, without a murmur.

There are few areas in the world that the Walrus, in its many and varied roles, has not visited. These range from whaling flights in the Antarctic to Russian convoys in the far north, and from New Zealand and the Pacific Islands to the West Indies.

War-time operations include bombing raids on Italian Somaliland, bombing German troops in Norway, spotting for naval bombardments of Genoa and Madagascar, and reconnaissance flights during the Battle of Matapan.

These remarkable aircraft were also used by the R.A.F. in the air-sea rescue

The remarkable old 'Shagbat'



[By courtesy of Imperial War Museum]

role for the D-Day landings. The aircraft sometimes picked up so many survivors that they had to taxi back with the survivors festooned along the wings.

One amusing incident recorded in Lieut. Cdr. G. W. R. Nicholls's excellent book "The Supermarine Walrus," recounts how a Dornier 17 attacked Newcastle's Walrus as it was returning from a spotting mission, and wounded the pilot.

The Walrus was successfully landed

and hoisted inboard, where he was greeted by a brother pilot with the jesting remark: "Hello chum, I hear you were shot down."

The Walrus pilot, who was reputed to be a rather touchy character, retorted: "I certainly wasn't shot down; I may have been shot up, but the b— wouldn't stay and give battle."

The Walrus remained in service until after VJ Day, when it was gradually replaced by the Sea Otter.

As far as is known, only two Walrus are now in existence. One is in Australia where it is reputed to be in a flying condition, and the other is held on loan from the Aircraft Preservation Society, at Yeovilton F.A.A. Museum.

Postcards.—Photographic postcards of the Supermarine Walrus may be obtained from "Navy News," Postcard Department, 13 Edinburgh Road, Portsmouth, at 1s. each (including postage). Readers may send 1s. in stamps/postal order, or a 12s. cheque/postal order to cover a year's supply sent on publication. Albums for 64 postcards may also be obtained, price 10s. (including postage).

ALL THE TECHNICAL DATA

DESCRIPTION: Spotter—reconnaissance amphibian for carrier-borne or catapult duties. Crew of three. Metal hull and composite wood and metal wings, fabric covered.

DESIGNER: R. J. Mitchell.

MANUFACTURERS: Supermarine Aviation Works (Vickers) Ltd., Southampton. Sub-contracted by Saunders-Roe Ltd., Isle of Wight.

POWER PLANT: One 775 h.p. Bristol Pegasus II M 2 or V I.

DIMENSIONS: Span 45 ft. 10 in. (17 ft.

11 in. folded). Length 37 ft. 3 in. Height 15 ft. 3 in. Wing area 610 sq. ft.

WEIGHTS: Empty 4,900 lb., loaded 7,200 lb.

PERFORMANCE: Maximum speed 135 m.p.h. at 4,750 ft. Cruising 95 m.p.h. at 3,500 ft. Initial climb 1,050 ft. a minute. Range, 600 miles; service ceiling, 18,500 ft.

ARMAMENT: One Vickers K gun in bows and either one or two Vickers K guns amidships both cockpits with Scarff rings. Provision for bombs or depth charges below the wings.

HOW DID THIS HAPPEN?

The Chaplain of the Fleet, the Ven. Archdeacon Christopher Prior, talking to David S. French in the sick bay ward, during his visit to the Infantry Training Centre Royal Marines at Lympstone. He toured the establishment, watched recruits taking part in the Tarzan course, visited the sergeants' mess and took morning service on the main parade.

Another recent visitor to I.T.C.R.M. was Mr. M. Foley (Parliamentary Under Secretary of State for Defence for the Royal Navy).

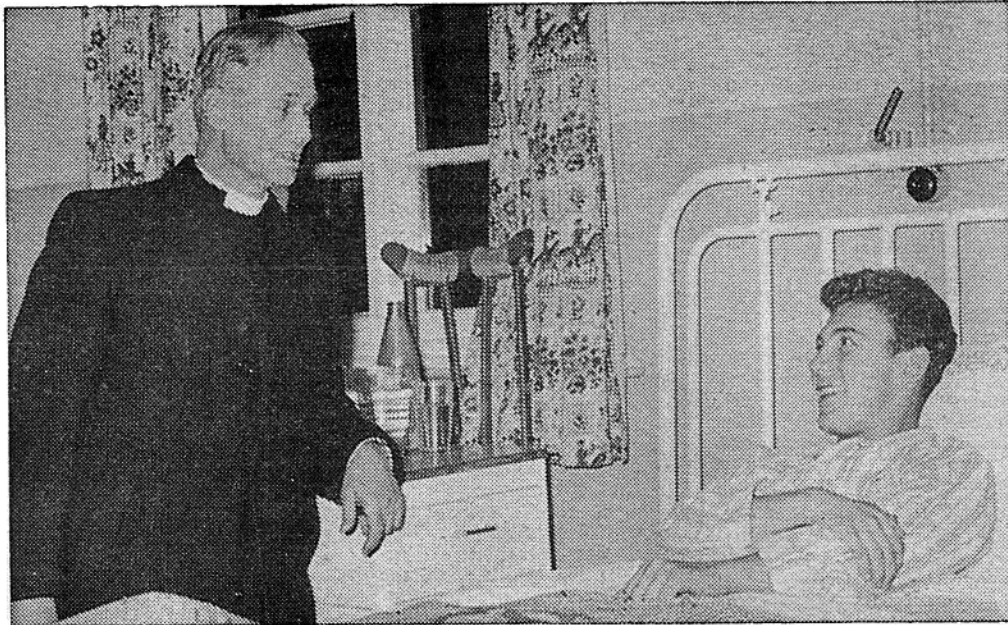
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Rescued within hours of facing gallows

Mr. Richard Morris, who was Resident in the Fifth Division of Sarawak, at Limbang, recently visited Singapore with his wife to see "very dear old friends"—the Royal Marines who rescued him within hours of his threatened execution by rebels.

The "friends" were members of 42 Commando, now at the headquarters at Sembawang of the 3rd Commando Brigade.

Mr. Morris was captured at the Residency on December 8, 1962, and he and his wife were locked in the rebels' headquarters.

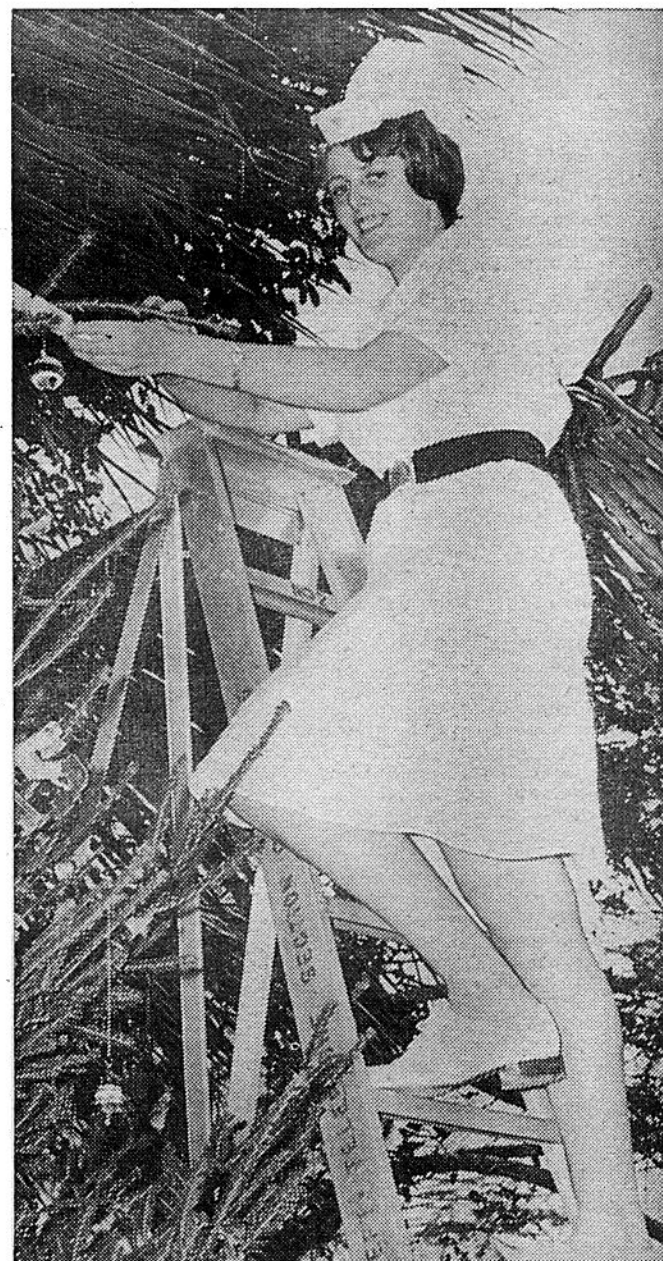
He learned that the rebels planned to hang him on December 12, but at dawn that day he heard the engines of the Z-craft of a company of 42 Commando that had twisted their way through a mass of

mangrove swamps to make the Limbang landing.

Mr. Morris took cover with his wife under a bed during the firing until the Royals smashed their way in.

At Sembawang, Mr. Morris renewed his friendship with Capt. Peter Waters, of Whitstable, who was second-in-command of the Commandos who effected his "just in time" rescue five years ago when, says Mr. Morris "I was slightly frightened and rather shattered."

JUST LIKE HOME



A fir tree is a "must" wherever Christmas is celebrated, and this one was flown out from the United Kingdom for patients at the R.N. Sick Quarters at H.M.S. Terror, the naval base at Singapore.

Decorating the tree is Naval Nurse Pamela Gibbon, of

Wokefield, near Reading, who arrived in the Far East last October. She divides her duty hours between looking after families of naval personnel and the sick quarters for the sailors.

Pamela has been in the Q.A.R.N.N.S. for two years, and has now qualified as a State Enrolled Nurse.

Dartington mercy trip

Sailing single-handed from Hong Kong to Singapore in his 30-ton ketch Contessa, an Italian, Mr. Nestasio, ran aground on the Indonesian Anambas Islands in the South China Sea.

An R.A.F. aircraft sighted the stranded boat while on a search from Singapore, and H.M.S. Dartington, commanded by Lieut.-Cdr. S. G. Campbell, on passage to Labuan and Hong Kong, was diverted to pick up the lone sailor.

Indonesian naval authorities gave special permission for Dartington to pick up Mr. Nestasio, who was landed in Hong Kong.

THE SUPERMARINE WALRUS

by Lt.-Comdr. G. W. R. Nicholl

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Navy's 75,000 babies

NAVY NEWS FEBRUARY 1968

9

Today's Navy, it is estimated, has increased Britain's babies by 75,000 so far—quite a population explosion. Nine hundred officers and 3,450 ratings have families of four children or more.

However, the pigeon pair—a boy and a girl—still remains the popular choice, heading the lists with 1,450 officers and 5,500 ratings.

Naval families might wonder how they score compared with the other two Services. Well, Able Seaman Average does not allow absence at sea to interfere with his paternal instincts, and manages to keep on terms with his "oppos" in the Army and Royal Air Force.

QUESTIONNAIRE

These and many more interesting facts have been studied from a questionnaire sent to naval personnel by the Ministry of Defence last July. There were questions to answer such as—How many children have you? How old are they? Where do they go to school?

And filling in the form promptly was an effective means of helping the Navy to help themselves. This is why.

For a start, not everyone received one of the forms. Only married personnel were eligible, and then not all of these were sent a questionnaire. Instead, a type of lottery system was used to select men to answer the questions.

In the July survey, every man sent a form represented 20 other men in his group—and so every questionnaire not filled in meant 20 men out of the survey.

-up to now

Overall 380 officers and 1,600 ratings answered the July questionnaire; some, however, were late in replying, and had to be chased for it.

As everybody knows, the Navy has a big housing programme, but this is not going

to be appreciated if there are too many two-bedroomed houses and not enough of them designed for families of three or more children.

No one is going to be happy if primary schools are overcrowded and amenities over-

burdened. The information collected in this and other surveys is important for the planning of these facilities.

Over the next few years there will be a number of these surveys collecting information helpful for improving the life of the Naval man.

No one will be included in all of these surveys, of course, but it is likely that everyone will be asked to fill in a form every now and again.

Co-operation in replying to these questions accurately and promptly is important for future planning of naval life.

There is another batch of forms now in the post asking views on the type of housing preferred by naval men and their wives. A prompt reply will help the Navy to provide the type of accommodation they want.



WELCOME FOR INTREPID

Lieut. Alan Lawton saw his baby Tina for the first time when wife Susan was on the quayside at Singapore to greet H.M.S. Intrepid on December 19. Mrs. Lawton had flown half-way round the world with the four-week-old baby. A former Glasgow policewoman, she first met her husband when she stopped him for speeding!

On the right—a thrill for any dad as nine-year-old Beverley ran into the arms of Sub-Lieut.

L. Peck. Her mother, Mrs. Helen Peck, took her to the Far East as a surprise, so that the family could be together at Christmas.



WORKING PARTY'S REPORT

No. 3

FUTURE OF 'THE WELFARE'

Reassurance on the effect of a family welfare file on a rating's re-engagement chances is given under the heading "Future Organisation" in the Working Party's report.

The main task of the Family Welfare Organisation, says this section of the report, is to investigate welfare cases which are reported to it, and to recommend any remedial action which may be necessary.

It is no part of its task to create, or seek to create, an environment in which fewer cases would arise, by, for instance, introducing measures (which we will call "preventive welfare") to ease the lot of the naval family.

In its present task the organisation has inevitably to make unpopular decisions, and no matter how fairly this is done, ratings must sometimes get the impression that the welfare organisation is taking the "Navy's" side rather than

The report of the Working Party on the Royal Navy's Family Welfare Organisation is being dealt with in a series of articles for "Navy News." Next month's article will deal with staffing, Royal Marines, officer welfare, and recommendations relating to Part I of the report.

the family's.

We feel that this is bound to militate against success in the preventive welfare field, and we believe that such measures should be left, or put, in less "official" hands.

In Part II of this report we discuss how the naval wives' organisations can be built up to fill this role. We should expect the Family Welfare Organisation to be interested in, and closely associated with this work. In our examination of the Family Welfare Organisation, therefore, we concentrated on

its ability to carry out its present task.

Initially we thought the organisation unnecessarily fragmented, consisting as it does of a number of quite independent authorities.

Our first instinct was to gather them all into a single central authority with the aim of providing greater uniformity in welfare decisions, with, perhaps, worthwhile savings in staff. We soon found convincing arguments in favour of multiple authorities.

For example, the families of Fleet Air Arm ratings are usually concentrated in married quarters reasonably close to air stations, and they tend therefore to be more closely identified with the Service than do the families of General Service ratings.

The Working Party's report goes on to quote comments made to it.

By officers. We interviewed a representative number of com-

Continued on page 10

Travel now—and no pay later

The problem was how to get a sailor serving in a frigate in the Malacca Straits to England without delay, to see a seriously-ill relative.

The answer was to send an air-sea rescue helicopter to the ship, fly him to Butterworth to meet a specially diverted Singapore-bound Royal Air Force Comet, issue an emergency passport, and put him on the fastest jet for London.

In this true case the first signal was received by the ship at 1200 local time, and by 0830 next day the sailor was back in England.

It was just one incident in the daily life of the Navy's Far East travel agents—the Services Air Booking Centre (Navy) at R.A.F. Changi.

THE FASTEST YET

"This was the fastest we have ever done it," said Lieut.-Cdr. N. L. Mant, officer in charge of the Navy's side of the joint service S.A.B.C. "Everything else stops when we get a case like this."

Compassionate cases, however, form only a small part of the centre's work. They can and do fly Navy personnel almost anywhere in the world.

Most of the 2,000 monthly Navy customers are to or from the United Kingdom. Naval staff are at the airport to see passengers catch the right aircraft, or are able to reach their final destination in Singapore or Malaysia.

Incoming passengers get the "kid-glove" treatment needed after more than 20 hours in the air.

GETTING THEM HOME

Usually it is just providing a car or bus to take them to home or to a hotel, but in the case of joining ships at sea, helicopters and fast launches have to be arranged.

"We always do our best to

DAY AT SEA

Sea breezes in the sunshine for mums and the children when H.M.S. Forth, at Singapore, had a day at sea for the families.

Bassett's

LIQUORICE Allsorts



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SWEEPER SAW THEM ALL GO

Appleton covered Aden withdrawal

H.M.S. Appleton's three months stay in Aden—September 5 to November 29—was a period of intense activity, culminating in the ship being the last British warship to leave the port.

The ship's company soon settled down to being "at war," and many evenings were spent watching the firework displays on shore.

In fact, Appleton spent little time alongside, as her function was to stop the traffic in arms.

This entailed stopping and searching every dhow encountered—a difficult job at sea when a dhow is laden to the gunwales with anything from rotten fish to scrap iron.

Doubtful dhows were reported to the military forces in Aden, who unloaded the cargoes and searched them at leisure.

POLICE WITHOUT FOOD

One night, off Perim Island, a distress signal was sighted. The island's police force had run out of food, and had been unable to ask Aden for supplies because of a faulty radio transmitter.

Appleton landed food and spare parts to save the Perim light from extinction. Light-house repairs were also carried out on Abu Ail, a third of the way up the Red Sea.

The routine of dhow boarding was broken one day when a B.B.C. television team was embarked to report on a typical day in the life of Britain's naval forces in Aden.

Another "mercy mission" arose when a small open yacht was missing after a race. It was night time, but the yacht was found some four miles out to sea, the occupants being quite unperturbed about their situation.

Relaxation in Aden was more

or less out of the question, but visits to Perim and Djibouti provided opportunities for sport and entertainment.

Appleton was sent to Kamaran and Perim to ascertain the political wishes of the inhabitants, both of which opted for the N.L.F.

The ship carried £42,000 to pay off the British employees. At Kamaran there was suspicion that the locals were being underpaid, and on the first day no payments at all were made.

The departure to an off-shore anchorage for the night may have caused a measure of concern, for on the next day the inhabitants were most co-operative.

DOG FRICTION

The passage down the Red Sea was a rough one, proving too much for the ship's dogs.

"La Woof" was a legacy from a French minesweeper, and his arrival was somewhat resented by the original ship's pet.

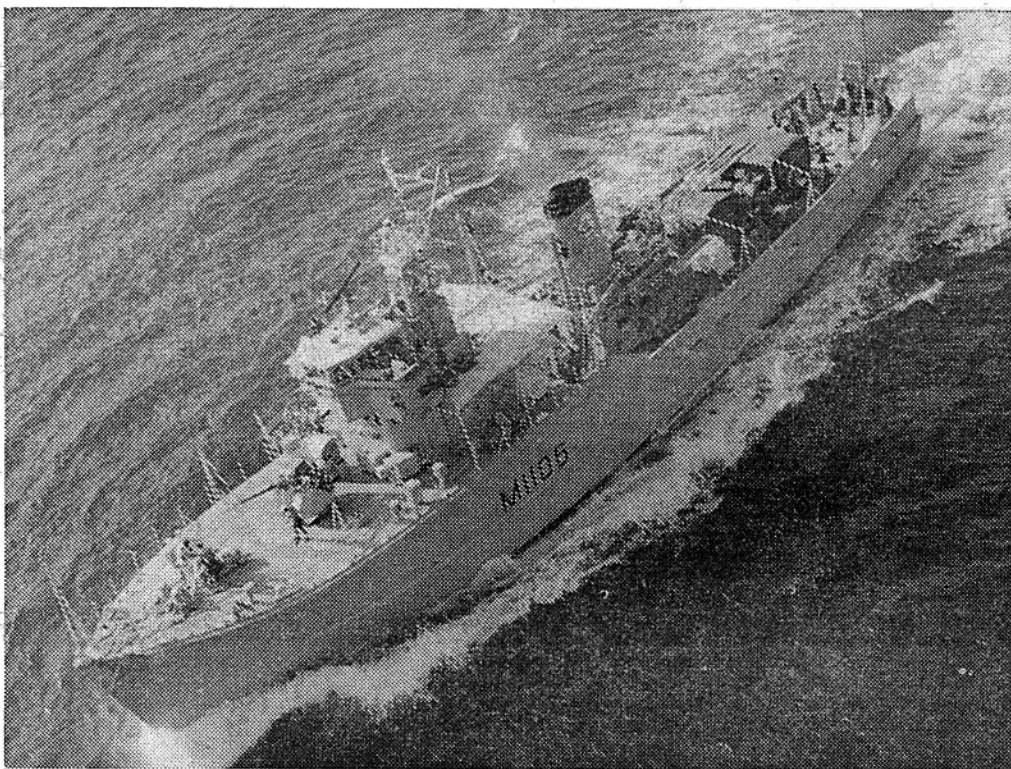
The friction caused the dogs to be renamed—N.L.F. and FLOSY.

NAVAL REVIEW

Upon her return to Aden, Task Force 318 had taken over, and Appleton spent 10 hectic days preparing for a review of the British ships at Aden.

The High Commissioner's saluting platform was erected on the bridge roof.

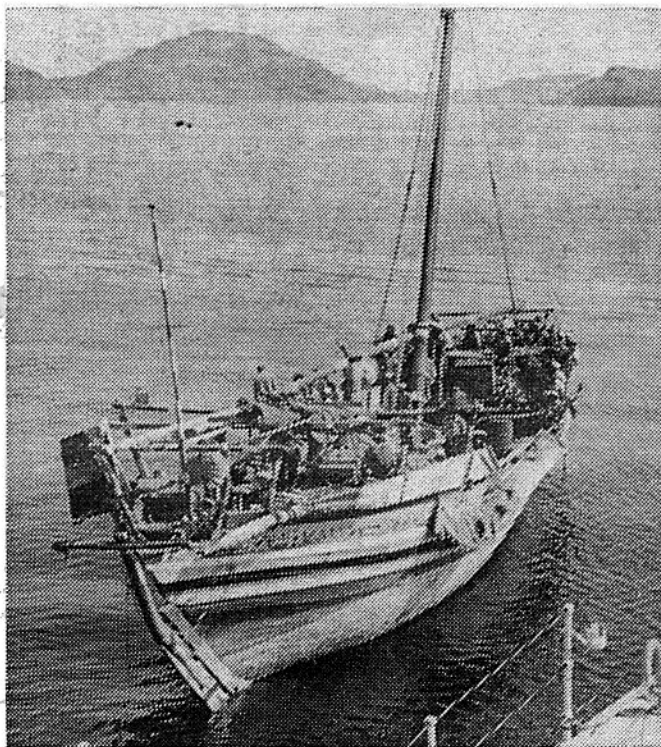
After the review, which proved a fitting closing ceremony to the British presence in



H.M.S. Appleton off Aden, and (below) boarding party searching an Arab dhow

Aden, several ships sailed for home or other parts of the world.

Appleton, however, anchored close by the inner harbour, at immediate readiness to act as gunfire support ship should anything unpleasant have occurred.



Eagle sailors marooned for six days

Monsoon rain causing serious flooding turned a camping expedition for 32 young ratings from the aircraft carrier Eagle at Singapore into a real-life adventure by marooning them for six days at Lombong, in the

south of Johore State in Malaya.

They were isolated at Lombong, popular with camping and picnic parties, when the main road at Kota Tinggi, on the main east coast road to Singapore, became impassable to traffic after the river there rose 15 feet above danger level.

The ratings from H.M.S. Eagle were due to have returned to Singapore on January 1 after five days under canvas, but it was not until January 6 that a bus from the Naval Base was able to get through to take them back to their ship.

FAREWELL GIFT TO MR. BUNCE

The Commander-in-Chief, Portsmouth, Admiral Sir John Frewen, and more than 50 officers attended a luncheon in H.M.S. Dryad in honour of Mr. A. N. Bunce on the occasion of his retirement after 57 years' service with the Navy.

Mr. Bunce, who lives in Southsea, joined the civilian staff of H.M.S. Dryad in 1932, after 22 years in the Navy, and served in Dryad for 35 years.

He was presented with a television set, a painting of H.M.S. Dryad, and a cheque.

WELFARE DECISIONS 'FAIR'

Continued from page 9

manding officers at Portsmouth, and they stated unanimously that they were very satisfied with the present Family Welfare Organisation. Their opinion is borne out by the number of letters of appreciation received by the Family Welfare officers at the end of ships' commissions. They considered that ratings were also generally satisfied with the service given, but it was suggested that there might be a better follow-up service in some cases.

By ratings and other ranks. We sent a questionnaire to H.M.S. Royal Arthur for completion by members of the current petty officers' courses, and to the Infantry Training Centre, Royal Marines. These questionnaires did not produce any conclusive results, most of the answers being "Don't know." However a clear majority considered that the decisions made by the Family Welfare Sections were fair.

We have found that a number of ratings are very reluctant to enlist the help of Family Welfare because they fear it may jeopardise their chances of re-

engagement, and because they resent outside interference in their private lives. The fact that a man has a family welfare file is looked upon as a stigma.

We have learned that only on a very few occasions has a man's wish to continue in the Navy been rejected, and we believe that the Fleet should be told that an application to the Family Welfare Organisation does not affect their careers unless they have chronic welfare difficulties which are likely to make them drafting liabilities.

By naval ratings' wives. No major criticisms were made by the wives. Some wives fought shy of applying for assistance as they looked on it as charity, or were afraid it would adversely affect their husbands' careers, and some resented the Chief Wren Welfare Workers visiting them in uniform. Some thought the opportunity to talk to an experienced Chief Wren Welfare

Worker sociably and "off the record" to be beneficial.

By S.S.A.F.A. S.A.A.F.A. sees the organisation purely from the family's point of view. It believes that decisions made by the organisation are frequently too harsh. Nevertheless it also believes that the Naval Family Welfare Organisation is a most efficient service.

The report refers to discussions on the advisability of a regional organisation or a centralised organisation, and says that in view of the general satisfaction with the welfare service it is clearly not worth disrupting the present system and risking an untried arrangement for the possibility of marginal gains. No increase in the number of welfare authorities is proposed.

HAIL CAESAR!

There were smiles aboard H.M.S. Cleopatra when it was learned that Caesar was coming aboard—Lieut. Ben Caesar, who will pilot the Leander class frigate's Wasp helicopter.

A sinful brew

From Government Information Services' teleprinter: "Three men were arrested today in Portland Street, Kowloon, following the seizure of 84 bottles of adultery liquor. . . ."

Follow up action later led to the seizure of another 12 bottles of adultery liquor, the message continued. That's the spirit, fellows!

FINE PAINTING FOR MUSEUM

The Victory Museum in Portsmouth Dockyard has obtained—for £120—a fine painting by T. B. Hardy of H.M.S. Victory in Portsmouth Harbour in 1896.

The museum's art collection has been further enhanced by the gift of Mr. R. P. Burton, of Bracknell, of four prints of Nelson's funeral.

Only 100 sets of these were printed, and they are now considered collectors' items.

A Wessex helicopter of 848 Naval air squadron from the Fleet Amphibious Forces Base at Sembawang was used to evacuate a sailor in need of medical treatment and at the same time to deliver extra food and fuel to the camp site where supplies were running low.

Tents had to be moved at Lombong and deep trenches dug around them because of six days of continuous rain, which did little to depress the spirits of Eagle's "lost" ratings, who spent the time playing cricket and volley ball in their swimming trunks.

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Name (Block Letters)
(b) Address for reply (Block Letters)
7. Date

SUBMARINERS' CORNER



'SUNSHADES' IN THE RAIN

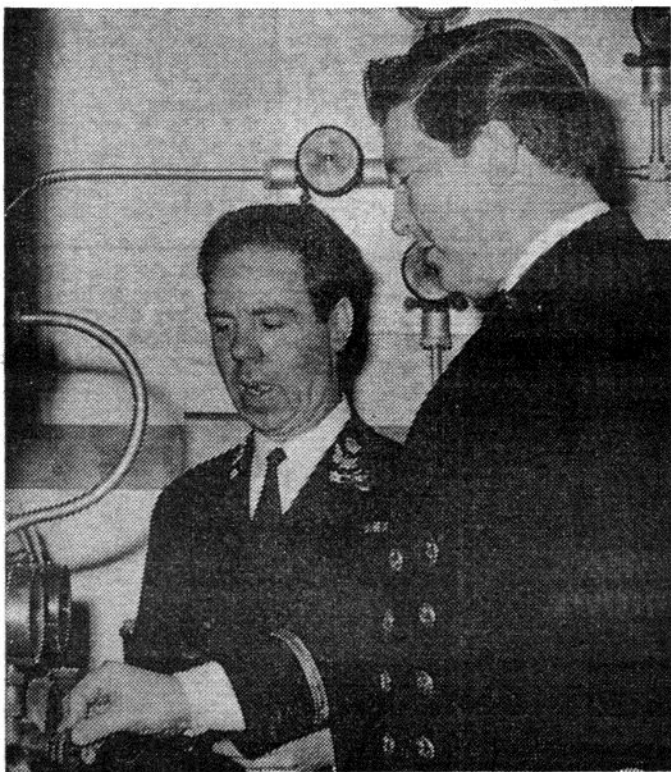
Arrival at Singapore of H.M.S. Warspite, the Royal Navy's third nuclear-powered Fleet submarine, but the "sunshades" of the waiting wives were a protection from the monsoon rain falling at the time.

Commissioned last April, Warspite is the third Royal Navy nuclear submarine to visit the Far East in the past year. The day before her arrival, the commanding officer, Cdr. R. R. Squires, learned by radio that he had been selected for promotion to captain next June.

Redevelopment at H.M.S. Dolphin

Approval has been given by the South-East Hampshire Area Planning Committee for a big redevelopment scheme for H.M.S. Dolphin.

Envisaged in the plan are nine four-storey dormitory blocks. They are to be built on the present playing field.



Eng. Sub-Lieut. Butler, and (below) Eng. Sub-Lieut. Mountstephen, at the Submarine School, H.M.S. Dolphin

Ratings return as officers

Among members of the submarine officers' training class which began at Dolphin on January 8 were two who have previously served as submarine ratings.

Eng. Sub-Lieut. (ME) G. J.

Mountstephen was an ERA in H.M. Submarines Tabard and Trump with the Fourth Submarine Division at Sydney (Australia) for over two years.

The other, Eng. Sub-Lieut. (ME) M. W. G. Butler, having joined as a junior stoker 2nd class in 1954, served in seven surface ships, including four aircraft carriers and the Royal Yacht. He joined submarines in 1956 as an M(E)1, and now rejoins as an officer.

Also with the same training class are five Supplementary List electrical officers—the first of this breed to join the Submarine Branch.

Grampus 'caught'

The biggest "catch" the French trawler Fomalhaut will ever make was last month, when she "caught" H.M.S. Grampus in her nets.

The trawler was 170 miles off Brest, towing her net at a depth of 100 feet, and this caught on the conning tower of Grampus, the 1,605-ton (standard) Porpoise class submarine, which surfaced, "wheezing like a whale," French officials said.

An interpreter was flown to the scene in a French military aircraft and gave radio instructions for freeing the submarine—an operation which took more than three hours.

Went aground

While returning to Portsmouth from exercises in the South-West approaches, the submarine H.M.S. Alliance (1,358 tons surface displacement) ran aground on Bembridge Ledge, a rock shelf 300 yards off Foreland, Isle of Wight.

She ran aground at 8.15 p.m. on January 12, and was not refloated until the fourth attempt on the morning of Sunday, January 14.

Hundreds of sightseers had a grandstand view of the refloating operations, which involved two salvage vessels, two tugs, and Bembridge lifeboat.

Commanded by Lieut.-Cdr. R. Anderson, the submarine sailed to Gosport under her own power.

After a preliminary look at the hull, Navy divers said that the damage was "minimal."

LONDON LURED THE FRENCH

Devalued London is a mecca at present for French shoppers, and it is not surprising that the lure of sale bargains somewhat interfered with social activities when the French submarine Narval paid an operational visit to Portsmouth from January 13 to 16.

H.M.S. Artemis played host to Narval, giving a Saturday night party at which French-speaking young ladies assisted in the entertainment, and tours of the countryside. On the Monday there was a mass French wardroom visit to London.

A certain amount of cross-

visiting took place between both senior and junior ratings of both ships, but, not surprisingly, many of Narval's personnel used all their off-duty hours in the London shopping bonanza.

Narval's call was a return visit, Artemis having been at Brest on January 6 and 7.

Firing the first Polaris missile

The Royal Navy's first Polaris submarine, H.M.S. Resolution, is on her way to the United States for final "shakedown" tests of her two crews and the weapon system, including the firing of Polaris missiles into a target area.

At the U.S. naval base at Charleston (South Carolina), Resolution will embark a number of test A-3 missiles—the latest version of Polaris, and capable of carrying a nuclear payload as far as 2,500 nautical miles.

With the missiles on board for the first time, the submarine will proceed to Port Canaveral (part of the Cape Kennedy complex), where she will be berthed for about a month.

During this time, both Port and Starboard crews will reach the exciting climax of their training, with test firings of the missiles.

The Port crew, under Cdr. Michael Henry, R.N., operated the submarine from the time she left Faslane until after the first missile firing, when the Starboard crew, under Cdr.

Kenneth Frewer, will take over.

After the test firing, H.M.S. Resolution will return to Faslane before deploying for her first operational patrol in June.

Britain's three other Polaris submarines—Renown, Repulse, and Revenge—will follow H.M.S. Resolution to the United States as their construction is completed. All four vessels will operate from the new Clyde Submarine Base at Faslane.

OLD RIVAL

The submarine H.M.S. Thermopylae, built between October, 1943, and December, 1945, has paid off, and is in Fareham Creek, awaiting disposal instructions.

One of the last acts before paying off was the sending of a photograph and crest to the tea clipper, Cutty Sark, preserved at Greenwich. Thermopylae was a famous competitor of Cutty Sark.

UNDER-WATER BICYCLE

Postman Francis Lowe doesn't ride along on a crest of a wave these days. He goes "under" it—and on a bicycle at that!

Well, that's not strictly true, but he is probably the only chap in the world who keeps his machine in the depths of the ocean.

Francis, a 24-year-old leading radio operator in the Royal Navy, is postman on board the nuclear-powered submarine Warspite, now at Singapore. The bike, which folds away to practically nothing, was bought from the submarine's welfare fund.

"It is quite a long way from the boat to the base post office and signals centre, so the bike is jolly useful," he said. "I reckon I do about 20 miles a day in Singapore."

So far he has used the machine at the home base at Faslane, Scotland, and Gibraltar.

Francis, who joined Warspite in August, 1966, comes from Beeston, Nottingham, where his mother, Mrs. W. R. Lowe, lives at Clifford Avenue. His wife lives at Helensburgh, with their young daughter.



Radio operator selected for Dartmouth

The first serving submariner to be selected for a Supplementary List commission, LRO(G) John David Jobling, of Ashford, Kent, joined Britannia Royal Naval College, Dartmouth, on January 8.

Aged 23, he is married and has a 16-month-old daughter. He went straight into the Navy from school in November, 1959, and while aboard submarines managed to overcome the difficulties of studying for examinations in the confined atmosphere.

Obtaining G.C.E. maths and H.E.T. English, he attended a course at the Royal Naval Barracks, Portsmouth, getting G.C.E. in English, navigation, and general paper. He also added H.E.T. mechanics.

He took A.I.B. at Sultan on November 29 last year, and was

informed of his selection on return to Dolphin from leave on December 29.

John's favourite sport is

cross-country running. He was in the Ganges team, and also ran for Suffolk in the eastern counties championships.

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Navy News

EDITOR:
W. WILKINSON
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The forces' sacrifice

Eating words is unhappy, either as an experience or a spectacle, and in recent months there has been quite a meal. When yesterday's vital needs become today's economies, language has little meaning for all who can only look on as the nation grinds through the agony of cutting down to size.

It is a peculiarity of our national life that among the armed forces, upon whom security depends, only the pensioners have the luxury of public expression of anxiety, but, as was written recently, "nobody listens to old admirals nowadays." The real tragedy is that on defence, nobody seems to listen at all.

The Services are accustomed to the peace-time economic chopping block, and in a crisis of present proportions would not expect to escape a notable share. The point needs to be made, however, that while most people may be exercised about paying for their pills, sailors, soldiers and airmen have to worry about their very jobs.

All citizens should share the deep regret at Britain's diminishing stature in the world, but few have the fear of a chosen career falling in pieces overnight. Let the full measure of personal sacrifice be known and understood.

New blood

In the recent Middle East war, carriers stood reassuringly at strategic places, and now those men aboard have had to take another walloping. While the Fleet Air Arm's limbs are being sliced, the body is still needed—now more than ever—to cover the accelerated withdrawal from east of Suez. Sympathy isn't much to offer, but admiration they have won and deserve.

What then of the future? Rapid calculations are already being made by the management, suggesting that planning and painless measures will go far to meet contraction. It is not "flannel" to say that our forces will be strong, highly-professional organisations, still offering a good life and career to adventurous youth.

But maddening uncertainty must be ended. Along the line is an irreducible minimum. Somebody should say where it is. And mean it.



"Our heart transplant is unique. We cut out the old one but don't put anything back in its place!"

WHALEY'S VITAL TASK IN THE MISSILE AGE

GI bark still Navy's 'bite'

There can be few ratings on whom the name "Whaley" has little effect. Some brace their shoulders and visibly smarten; others wince and look over their shoulders.

H.M.S. Excellent, Whale Island, and Gunner go together, and stand for smartness and efficiency.

H.M.S. Excellent, Whale Naval Gunnery School in 1830, when a wooden-walled hulk of that name, together with H.M.S. Calcutta, were first moored in Portsmouth Harbour, and fired their muzzle-loading cannon across the mud flats in the direction of Portchester. Even to this day, it is possible to find cannon balls in Portchester creek!

In 1867, major extensions were started on the Dockyard. Earth excavated from the new basins was ferried by rail across Fountain Lake and dumped between the two small mud flats named on the chart as Whale Island and Little Whale Island. This dumping continued for 28 years, and thus Whale Island, as we know it today, was formed.

Irreverent!

Some people have been known to make use of this fact most irreverently when describing this famous naval establishment!

During this period gunnery techniques developed rapidly, and so also did the number of persons requiring instruction, so that the old wooden hulks became most unsuitable for training.

A Lieut. Percy Scott sug-

gested that a gunnery school should be built on Whale Island, and was supported by Capt. J. A. Fisher. Both these names were later to become famous in naval history.

Initially, the Island was used for firing ranges, but building started on it in 1884, and accommodation was first used in 1890. Percy Scott was now the commander, and it was he who provided the drive and hard work required in those early days to level and drain a heap of mud and heavy clay.

Many of those early buildings still stand today, though some of their uses have changed, as an example, the Ammunition Display Room is now the beautiful Church of Saint Barbara.

Others have been replaced by fine multi-storey blocks, one of which is for chief petty officers and petty officers, and the other, the Wrens.

Other important buildings on the Island house the Royal Naval Regulating School, the Command Sailing Centre, the Field Gun Crew and the Commander-in-Chief's Royal Marines Band.

Between the wars a flourishing zoo was formed. In its heyday it contained lions, polar bears, deer, wallabies, monkeys, foxes, and many varieties of birds.

Lion escaped

It is said that one day a lion escaped and a frantic sailor rushed into Commander (G)'s Office and said: "Sir, a lion has escaped and is walking across the parade ground."

Commander (G)'s reply was: "Tell it to double."

Unfortunately, on the outbreak of war in 1939, the animals had to be destroyed in case they were set loose by bombing. This left only the peacocks, macaws and parrots to compete with the cries of the gunnery instructors on the parade ground.

Other animal inhabitants have included cattle, sheep, pigs, a goat (complete with draft note

from H.M.S. Ariel), and an elephant, introduced into Friday Divisions one April Fool's Day by a class of sub-lieutenants!

A new grave-stone will shortly be seen in the animal cemetery commemorating "Old Bill"—a macaw, which died on Trafalgar Night at the grand old age of 44.

Main aims

H.M.S. Excellent is, however, first and foremost a gunnery school. It has two main aims: first, to teach officers and ratings to operate and maintain gunnery equipment, which includes all naval weapons designed to strike the enemy in the air, on the ground, and above the water-line; and second, to conduct trials to ensure that all gunnery equipment in service at sea, or coming into service, are producing the designed and desired results.

The Gunnery School fulfils

the teaching aim, the Experimental Department conducts the trials.

The subjects of the training task can be divided into five: conventional gunnery systems, surface-borne guided weapons, air weapons (nuclear weapons, air to air, and air to ground guided weapons, rocket projectiles and guns), internal security and small arms training (live firing is carried out on the Tipner rifle range), and ceremonial training.

Each year some 750 officers and 5,700 ratings pass through the Island under instruction. To these can be added the dozens of visitors, ranging from high-ranking foreign officers to sea cadets and inquisitive school-boys.

"Si Vis Pacem, Para Bellum" is the motto of H.M.S. Excellent. It means simply, "if you wish for peace, prepare for war." A finer motto could not be found for the conditions in

Maidstone gives up maternal duties

After 30 years' service in all parts of the world, being almost as well known to all submariners during that time as Fort Blockhouse, H.M.S. Maidstone left Faslane on January 23 to join the Reserve Fleet at Rosyth.

Maidstone — "Mum" to the 3rd, 7th, and 8th Submarine Flotillas, and to 2nd and 3rd Submarine Squadrons at various times—was built at Clydebank, being first commissioned under the command of Capt. P. Ruck-Keene in 1938, for service in the Mediterranean.

Modernised at Portsmouth 1958-62, she was equipped for the task of supporting nuclear submarines. In May, 1962, she was recommissioned for service with the 3rd Submarine Squadron on the Clyde.

As the Clyde Submarine Base nears completion and assumes the operating and maintenance task of the 3rd S/M Squadron, H.M.S. Maidstone is no longer required at Faslane.

DUKE TO VISIT ASWE

The Duke of Edinburgh is to visit the Admiralty Surface Weapons Establishment on Portsmouth Hill on February 16, spending four hours at this major radio and radar research and development centre.

The Duke is expected to see projects involving research into satellite communications, development of new radar techniques, and work on the control of guided weapons, including Sea Dart and Sea Slug. He will be conducted round the establishment by Mr. D. Stewart-Watson, Director of A.S.W.E.

which we find ourselves today.

Most countries throughout the world, from the U.S.S.R. to the smallest newly-independent state, are busy arming themselves with long-range guided missiles, launched from aircraft, ships, submarines, and FPB's, in addition to strike aircraft in very large numbers.

Never before has the above-water threat to our forces been so formidable as it is today.

The training of officers and men in countering this threat, and posing one in return, is Excellent's primary task. It has come a long way from the mud flat in Portsmouth Harbour, which first bore the name of Whale Island.

Instruction on the Sea Slug missile, to a course of Royal Australian Navy officers, at Whale Island

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NATO FORCE TO ACT AS POLICEMEN ON THE BEAT

NAVY NEWS FEBRUARY 1968

13



Capt. G. C. Mitchell. He speaks French and German fluently, and has a working knowledge of Italian, Spanish and Dutch

'Matchmaker' successor

Last December it was agreed at the NATO ministerial meeting that a peacetime standing naval force should be established, and this came into being on January 13.

At a ceremony at Portland Naval Base on January 13, the ships' companies of four ships were inspected and addressed by the Commander-in-Chief Eastern Atlantic Area, Admiral Sir John Bush, who is also the Commander-in-Chief, Western Fleet.

The four ships at present forming the squadron are U.S.S. Holder, N. Neth.M.S. Holland, H.Nor.M.S. Narvik, and H.M.S. Brighton.

The Senior Officer of the squadron is Capt. G. C. Mitchell, R.N., in H.M.S. Brighton.

After a work-up period off Londonderry, the squadron will sail for American and Canadian ports, and in May will return for exercises in Norwegian

waters and for calls at European ports.

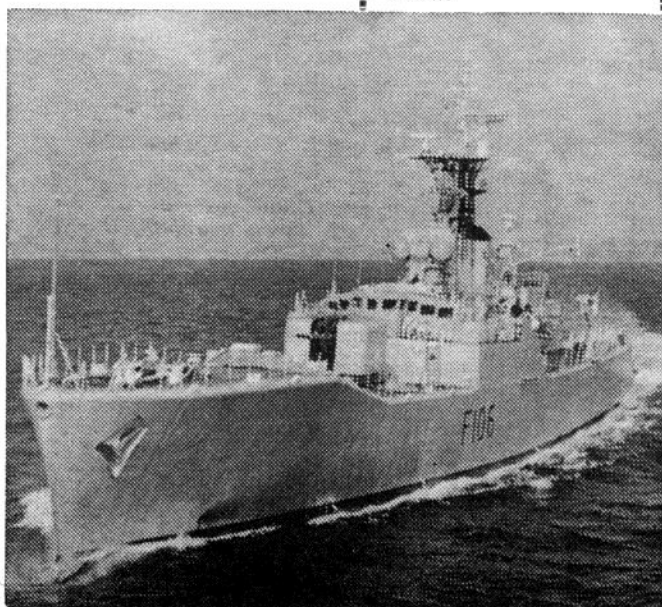
The squadron will eventually consist of six ships, the German frigate Emden and a Royal Canadian Navy frigate joining it later.

The new squadron is a follow-up to the Matchmaker Trials.

In his address Admiral Bush referred to the force as being "policemen on the Atlantic beat."

"He threatens no one—you threaten no one," he said.

Admiral Bush went on: "And just as the single policeman is backed by greater force, should he be unable to cope with the situation he finds, so you, too, are backed by the navies of NATO."



H.M.S. Brighton, senior officer's ship of the new NATO Force. Ensigns of the navies composing the force, together with the NATO flag, are shown below.

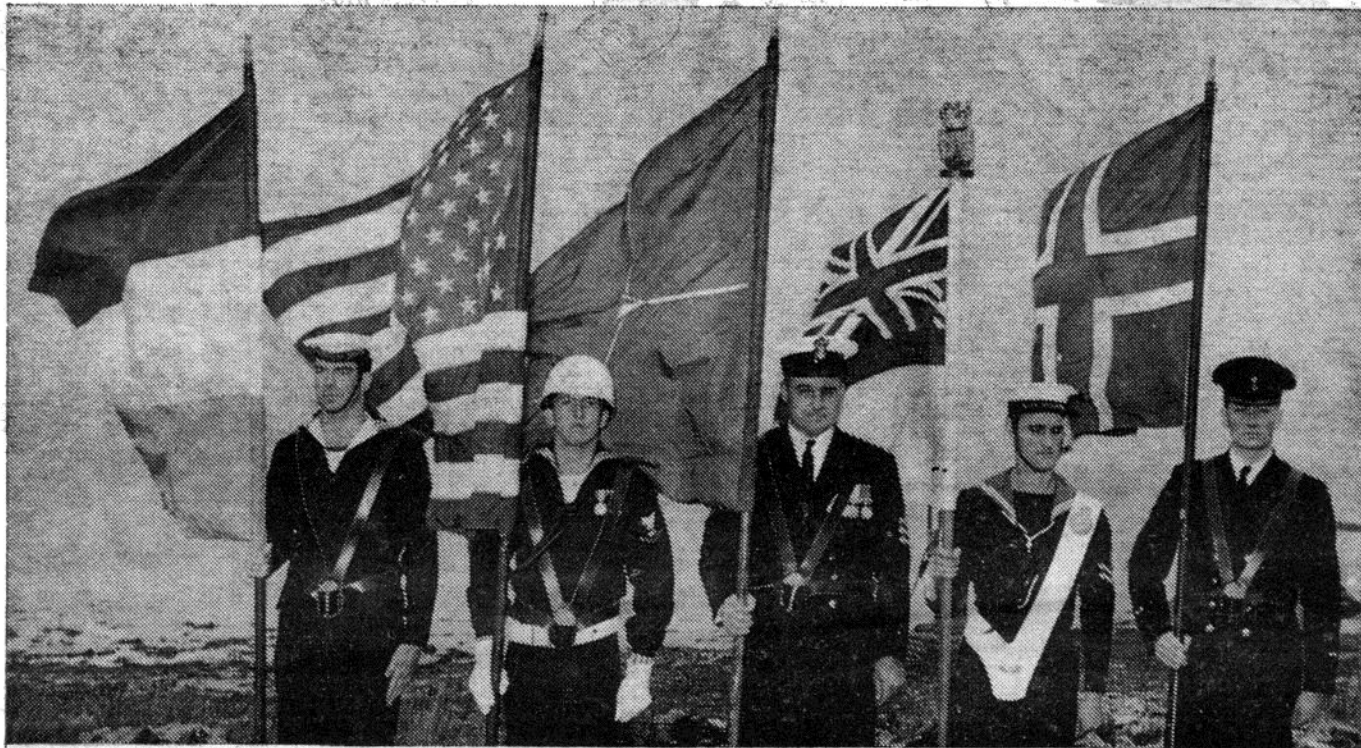
Canadians train with Plymouth bandsmen

The Drum Major (Sgt. Bill J. Harris), the Lead Bugler (Cpl. Nick Baran), and the Lead Drummer (Cpl. Rod Rose), of the 2nd Bn. Princess Patricia's Canadian Light Infantry, have been training with the Plymouth Group Band, Royal Marines.

The Plymouth Group Band was seconded to 43 Cdo R.M. last August to participate in the 25th anniversary of the Dieppe landings, and on that occasion a friendly relationship developed with the Canadians.

The Battalion's Corps of Drums is appearing at the Royal Tournament this year.

It is a happy coincidence that the Massed Bands of the Royal Marines will also be at Earls Court.



'SCHOOLIE' FOR H.M.S. RESOLUTION

Instr.-Lieut. Michael George Simper, aged 29, who was an assistant lecturer at Bournemouth College of Technology before joining the Royal Navy in August, 1965, has become the first instructor officer to be appointed to a Polaris submarine.

Now serving in H.M.S. Dolphin, the submarine depot at Gosport, he is due to join H.M.S. Resolution, Britain's first nuclear-powered ballistic missile submarine which completed trials last August, some time in March.

Lieut. Simper went to Purley Grammar School, and was a member of Bournemouth Rugby Football Club. He and his wife, whom he met at Christchurch Hospital, have two children.

His father, Mr. George Simper, of Braemar Avenue,

Southbourne, Bournemouth, is a Ministry of Transport driving test examiner in Bournemouth.

Admiral Sir Wilfred Woods has been elected Chairman of the Committee of Management of the Royal National Lifeboat Institution.

Capt. J. Dines, R.D., aged 57, who joined the Royal Fleet Auxiliary Service in 1935, has been appointed Commodore with effect from January 3. He has served in all classes of R.F.A. vessels.

SILVER DOG FOR LYNX

Blind Mr. Haydn Thomas, of the Guide Dogs for the Blind Association in South Wales and the West Country, accompanied by his guide dog, Honey, visited H.M.S. Lynx at Plymouth, to thank the ship's company for its efforts in raising £250 for the purchase and training of a guide dog.

Mr. Thomas presented the ship with a silver model of a guide dog, RS Dennis Leppington accepting it on behalf of the ship's company.

The association records show that at least 40 dogs have been presented by the Royal Navy since 1935.

Sailors enjoy famous Cape welcome

The Cape has been very much on the visiting list for H.M. ships since the Middle East war caused the Suez Canal closure almost immediately after the abandonment of the South Africa and South Atlantic Station.

From June to December last year, 64 ships (H.M. and R.F.A.) called at South African ports. This means that some 12,000 officers and men have discovered why the South Atlantic Station was so popular with their predecessors, and have enjoyed the traditional and often overwhelming Cape hospitality.

The local people have a soft spot for the Royal Navy, and ships get inundated with invitations. When H.M.S. Eagle

was in Cape Town, 90 per cent. of her company received private invitations.

The Cape offers tremendous variety in scenery and facilities for every kind of relaxation: golf, swimming, sailing, tennis, climbing, and walking. Ships entered teams for the annual 50-mile walk, Simonstown-Cape Town, and quite a few completed the course.

Of the hundred odd matches played against local teams, the R.N. has won only four. Other activities obviously affect the fitness of our teams!

Most popular pastimes are scenic drives, visits to wineries

and breweries, and the traditional South African "braai-leis" (barbeques).

A number of men have become engaged to local girls, and one officer was married during a visit.

The consensus of opinion in all ships is that they don't mind how long the canal remains closed!

Fervent hopes are being expressed that present difficulties at political level will not spoil the fun.



"It's all a plot to stop us having a decent run ashore in this place. Even the Egyptians are in on the scheme!"



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NELSON RELICS PROMOTE AMITY

When the Board of Trade and Central Office of Information asked for exhibits for a Nelson Exhibition in Japan, there was a feeling that priceless items should not be lent for what seemed undiluted commercialism. It was not like that, however.

The idea was backed by the British Embassy in Tokyo with the idea of promoting British trade, but the fact that there are few museums in the country covering fields other than the indigenous ones, and that the Japanese as a race are athirst for more and more education in all spheres, gave real justification for the enterprise.

The sources from which material was drawn for the display was wide. H.M.S. Victory and the Victory Museum were obvious choices, but items were also drawn from the National Maritime Museum, Lloyds, and others.

Items deemed necessary for the exhibition but which could not be permitted to be lent, were duplicated from drawings and photographs.

Nelson's Great Cabin in the Victory, Wyllie's Panorama of the Battle of Trafalgar on a canvas of 44 ft. by 12 ft., and the display of 73 models of the battle made for the Prince Consort, both of which are in the Museum, were all reproduced down to the minutest detail.

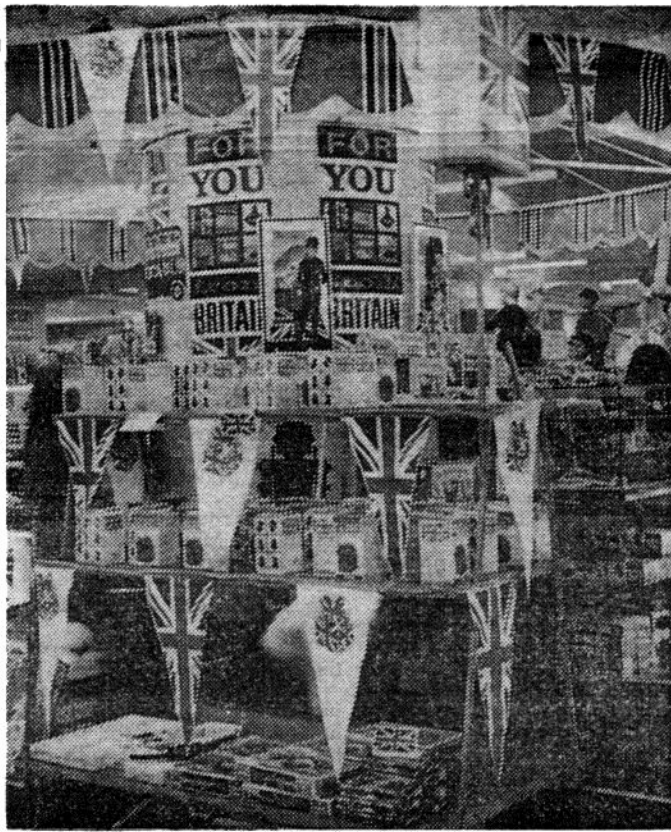
Madame Tussaud's has a vivid display of the Battle of Trafalgar, in which the viewer finds himself on the lower gun deck of the Victory at the height of the battle, with full sound effects. This, too, was duplicated and formed a most impressive introduction to the main display area.

In the first week of the exhibition in Nagoya, more than 250,000 Japanese passed through it, and the questions asked showed that their interest was intense and genuine.

They seemed to have a special place in their hearts for all things British and for the Royal Navy in particular.

"Permitting the exhibition," said a visitor from England, "produced an unlooked-for bonus—the promotion of friendship."

British goods (right) on display in the Nelson exhibition, and below, "expert" visitors see a familiar scene copied from H.M.S. Victory at Portsmouth. It was correct in every detail.



New social centre for Portland

A new naval canteen and amenities centre has been opened near the entrance to Portland Naval Base.

Intended to provide recreational and social amenities for naval ratings of all nationalities from warships using the Portland Naval Base, the building contains a N.A.A.F.I. shop and barber's shop, restaurant and refreshment bars.

There is also a gymnasium which has been designed for use as a cinema.

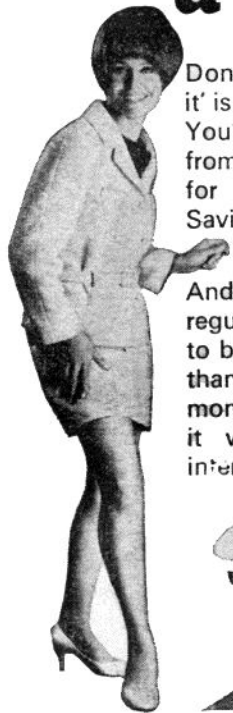
Capt. G. F. A. Trewby, deputising for Rear-Admiral J. C. Y. Roxburgh, opened the building on January 19, in the presence of the Mayor of Weymouth and the Chairman of Portland Urban District Council.

Cost of the scheme is £66,000.

H.M. submarine Odin visited Newcastle from January 13 to 17.

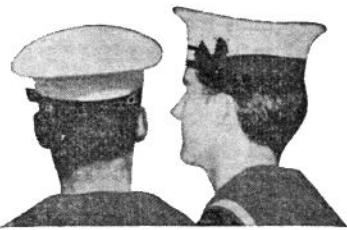


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POINTS LEADERS ON THE ROSTERS

The following table shows the total points of the man at the top of each advancement roster as at January 1. The number in parenthesis indicates the number of men with the same number of points.

When a roster is shown as "Int" (Intermediate) it means that there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months.

Points awarded on November 30, 1967, are not effective until March 1, 1968.

CPO 1964	PO 338	LS Int
Ch Smkr 780		
CPO Wtr 1704	PO Wtr 216	L Wtr 236
CPO SA 1642	PO SA 355	LSA 173 (2)
CPO Ck(S) 1675	PO Ck(S) 1400	L Ck(S) 354 (2)
CPO Std 2111	PO Std 769	L Std Int
CPO Ck(O) 2113	PO Ck(O) 939	L Ck(O) 182
MAA 1700	RPO 827	
CERA/Ch Mech Int	Ch ME 2054	POM(E) Int
LM(E) Dry		Ch Supt Art Dry
Ch CEA/Ch CEA Mech Dry	Ch OEA/Ch OE Mech Dry	Ch CEI/Ch OEI 1805
PO C E/PO O EI Dry	LC EM/LOEM Dry	
Ch REA/Ch RE Mech Dry	Ch REI 1326	PO REI Dry
LREM Dry		
CPO MA 538	PO MA 428	LMA 221
CCY 1415	CY 406	LRO(T) 423
CRS 1762	RS Int	LRO(G) 302
CRS (W) Dry	RS(W) Dry	LRO(W) Dry
CAA(AE) Dry	CAA(O) Dry	CAM(AE) Dry
CAM(O) Dry	CEA(Air) Dry	CREA(Air) Dry
Ch EI Mech (Air) Dry	Ch REI Mech (Air) Dry	
CAF(AE) 2436	POAF(AE) 855	LAM(AE) Dry
CAF(O) 2322	POAF(O) 420	LAM(O) 353
CA(AH) 2071	POA(AH) 790	LA(AH) Int (22)
CA(SE) 1033	POA(SE) 1120	LA(SE) Int (10)
CA(Phot) 1421	POA(Phot) 1016	LA(Phot) 363
CA(Met) 1374	POA(Met) 656	LA(Met) 541

The China Fleet is no more

In recent months, change is the word most appropriate to the Far East Inshore Flotilla, based on Singapore.

H.M.S. Maryton, one of the 6th Mine Countermeasures Squadron, has arrived in the United Kingdom after her solo effort from Singapore. Fiskerton is on her way home, and Woolaston and Wilkieston are due to leave the station soon.

The 8th M.C.M. Squadron at Hong Kong is no more, and

when Woolaston, Wilkieston, and Fiskerton left that place at the beginning of October last, they were the last true representatives of the China Fleet.

HONG KONG DUTIES

In future, ships of the 6th M.C.M. Squadron from Singapore will spend short periods on detached duty in and around Hong Kong.

Most of the ships of the squadron have taken part in several exercises in recent months, and visits have been made—mostly to Bangkok and Hong Kong.

In every ship there are both Hong Kong and Bangkok addicts. The better place, from

all accounts, is where you are not!

The Senior Officer, 6th M.C.M. Squadron, Cdr. J. A. Rogers, who is commanding officer of H.M.S. Houghton, and the ships of his squadron—Maxton, Bossington, Hubberton, Lanton, Sheraton, and Dartington—started the New Year with another round of exercises and visits—the future being likened unto the well-known Turkish Delight—"Full of Eastern Promise."

The Commander-in-Chief, Portsmouth (Admiral Sir John Frewen) visited the naval housing estate at Rowner, Gosport, on January 25.



H.M.S. Fiskerton leaving Hong Kong. She is due in Britain in April, having spent nine years on active duty in the Far East

First Sea Lord

(Continued from page 1.) countries and different climates. In addition, there will continue to be visits to Hong Kong, Australia, and the West Indies."

FUTURE FLEET

The Admiral said that "the shape of the future fleet announced last July was worked out to meet the tasks outlined above and with the N.A.T.O. requirements very much in mind; the recent decisions, therefore, call for no change in its shape."

Summing up, Admiral Begg said: "Let me assure you that the Admiralty Board intends to do everything possible to minimise the effects of the rundown on officers and men."

He continued: "I am told that there are those who fear that these further cuts and the acceleration of the rundown will

NAVY'S SHARE OF CUTS

Cuts in defence expenditure are part of general reduction in Government expenditure. The main effects on the Royal Navy are:

Acceleration of the withdrawal from Malaysia and Singapore so that it will be completed by the end of 1971. Withdrawal from the Persian Gulf within the same time scale.

Phasing out of aircraft carriers after our withdrawal from Singapore, Malaysia, and Persian Gulf.

No decision yet on Ark Royal refit but Eagle refit may be limited. Phantom aircraft order unaffected, but some might be handed over to the Royal Air Force earlier than originally planned.

Rate of some naval building may be slowed, but the shape of the proposed Fleet has not been altered.

A supplementary statement on the Defence Estimates will be published in about six months, giving a clear detailed picture of how the rundown will proceed year by year.

continue until there is practically nothing left; I am sure this is rubbish.

"At the end of the day we shall have a Navy—admittedly

smaller—but which will be a viable and highly professional force with clearly defined tasks vital to the defence of this island and of Europe."

FILMS FOR THE NAVY

Latest list of pictures released by the Royal Naval Film Corporation for showing to the Fleet:

The Naked Runner.—Frank Sinatra, Peter Vaughan. A spy story with a planned murder background, the victim having been "sprung" out of prison by Moscow agents. Tension and excitement is well held, and good sound entertainment is provided. (Warner Pathe.)
Number 654

Dead Heat on a Merry-go-round.—James Cagney, Camilla Sparo, Aldo Ray. A thriller story invested with much humour, sexiness and excitement. The thrills emerge in the latter half, and the modern style of presentation makes this an entertaining crime story. (Columbia.)
Number 655

To Sir with Love.—Sidney Poitier, Suzy Kendall, Judy Gerson. A sentimental tale, in spite of its tough trimmings, of teaching in an East End school. The mixture of drama and comedy is well blended to provide entertainment of popular appeal. (Columbia.)
Number 656

Robbery.—Stanley Baker, Joanna Pettet, James Booth. This story is based on the great mail-train robbery. Taut suspense and exciting action with convincing acting combine to make this good dramatic entertainment. (Paramount.)
Number 657

Lucky 'schoolies' OR ARE THEY?



Quatermass and the Pit.—James Donald, Barbara Shelley, Andrew Keir. The plot centres on the discovery during excavation of what is thought to be

an unexploded bomb. Quite an ingenious and inventive plot, providing plenty of thrills and suspense. (A.B. Pathe.)
Number 658

Lively or soulful, either of these young ladies would be a problem for any teacher, and just how he deals with them is told in "To Sir With Love."

Below seems a moment of doubt on the pillows, in the somewhat sexy crime thriller, "Dead Heat on a Merry-go-round."

GREAT DAY FOR H.M.S. CONDOR

Escorted by a full Queen's Guard of 96 apprentices, the Queen's Colour was handed over to H.M.S. Condor at Ceremonial Divisions on November 22.

The escort, resplendent in white webbing and gloves, were commanded by Lieut.-Cdr. P. Carr and, receiving the Colour from CPO Wilmott, of R.N. Air Station, Brawdy, Lieut. D. Day paraded it at the slow march along the length of the guard.

The Lord Lieutenant of Angus, the Earl of Dalhousie and Capt. M. W. Sylvester, the commanding officer of the station, were on the saluting dais for the march past.

Other guests at the ceremony were Brigadier J. Oliver, Deputy Lieutenant of Angus, and Provost R. R. Spink.

The ceremony was one of the last in H.M.S. Condor for Capt. Sylvester, for he was succeeded on December 13 by Capt. J. W. Mott who, as a young officer, was serving in H.M.S. Exeter at the Battle of the River Plate.



Cutting the commissioning cake, Mrs. J. N. Humphry-Baker (wife of the commanding officer of H.M.S. Sirius), is helped by the coxswain, CPO K. Karle

Sirius to join Londonderry Squadron

H.M.S. Sirius, the Leander class frigate built in H.M. Dockyard, Portsmouth, re-commissioned at Portsmouth on January 4, under the command of Cdr. J. N. Humphry-Baker.

"Adopted" by Portsmouth early in her first commission, Sirius returned from the Far East last November and, after a short refit, is to join the Western Fleet.

She will be part of the Londonderry Squadron for about a year.

Chief guests at the recommissioning ceremony were the Lord Mayor and Lady Mayoress of the city (Councillor and Mrs. D. D. Connors) and Admiral Sir Wilfrid Woods (a former Commander-in-Chief, Portsmouth) and Lady Woods, who

island race. They will continue to be so, despite what our politicians think."

He went on: "This ship has been designed for use in war, but its primary purpose is the maintenance of peace. Warships such as Sirius are essential for the protection of this country, the Commonwealth, and all those who go down to the sea about their lawful business."

launched the frigate in September, 1964.

Addressing the ship's company at the religious part of the ceremony, the Rev. J. Fulton, Chaplain of the R.N. Barracks, Portsmouth, said: "Ships have always been the bulwark of our

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No stops on world trip

The whole world applauded the achievement of Sir Francis Chichester in sailing alone all round the world with but one stop, and people are watching the progress of Mr. Alec Rose in his even smaller boat, Lively Lady.

The achievements of these two men, however, are to be challenged by the veteran ocean sailor, Cdr. Bill King.

Being "lofted" at Cowes and ready for launching possibly by early summer, is Galway Blazer II, a name which could become better known even than Gipsy Moth IV and Lively Lady, and in which Cdr. King plans to sail alone right round the world without stopping—a journey which would take the best part of a year.

Designed by Angus Primrose, Galway Blazer II will be schooner-junk rigged, carrying 520 square feet of sail on unstayed masts.

APPOINTMENTS

Captain J. D. Trythall, who was Captain of the Fleet in the Mediterranean 1964-66, and since 1966 has been Head of Personnel Panel (Navy) at the Ministry of Defence, was promoted to rear-admiral to date January 7.

Admiral Trythall, a Supply and Secretariat specialist, was serving in H.M.S. Achilles at the outbreak of the Second World War, and was at the Battle of the River Plate.

Other appointments recently announced include the following:

Rear-Admiral R. G. Draper is to be the Chief Naval Engineer Officer and Senior Naval Representative, Bath, as from February 21. He continues as Deputy Director-General (Ships), and will also hold the appointment as Director-General (Ships) from May 1.

Capt. I. G. Ralke, Kent in command, March 21.
Capt. D. G. Kent, Neptune in command and as Superintendent, Clyde Submarine Base in continuation and as Commodore Clyde, March 21. (Granted rank of Commodore while holding the appointment.)

Capt. D. J. L. Garstin, Osprey as Chief Staff Officer (Technical) and Captain of the Base, Portland, April 4.

Capt. A. R. Rawbone, Dido in command, May 20.

Cdr. J. G. Wemyss, Manxman, February 28; and in command and as Cdr., Inshore Flotilla, d.t.b.r.

Cdr. J. D. A. Atkinson, Fulmar (Observer School in command), May 13.

Cdr. H. E. R. Bain, Lachinvar as Cdr., Fishery Protection Squadron, February 16.

Cdr. J. A. Barrett, Safeguard in command, February 23.

Cdr. J. B. L. Watson, Neptune add'l for Revenge Starboard Crew in command, July 29; Revenge Starboard Crew in command on commissioning, d.t.b.r.

Lieut.-Cdr. N. G. Warneford, Odin in command, February 23.

Lieut. H. C. Marriott, Clarkeston in command, February 21.

Lieut.-Cdr. M. E. White, Andrew in command on commissioning, d.t.b.r.

Lieut.-Cdr. D. W. Mitchell, Tiptoe in command, July 31.

Lieut. D. P. B. Ryan, Narwhal in command, August 21.

The Royal Navy authorities and local police at Gibraltar have been investigating a suspected attempt at malicious damage in H.M.S. Dundas.

Admiral praises Lincoln courage

A side party of Sea and Marine Cadets welcomed Admiral Sir David Luce, president of the association, when he visited the R.N.A. Club, Lincoln, to open the new concert room, the latest extension of the building, on December 15.

The club itself was packed with members and their wives, together with the official guests among whom were the Mayoress, the City Sheriff, the branch president and vice-presidents, and visitors from branches in No. 9 Area.

After thanking all who worked so hard to get the extension completed, the branch chairman, Shipmate Frank Stephenson, introduced Admiral Luce.

FIRST VISIT

The admiral, mentioning that it was his first visit to any branch in the association, said: "It takes courage, determination, and a singleness of purpose to approach a project like this, and I do congratulate you on bringing it to fruition."

"The R.N.A.," he went on, "is an association for bringing together ex-Service men, and I think anyone who is proud of the Service will want to join."

"We who have the welfare of the Navy at heart must encourage all young men who aspire to the Navy and help them along—it is a thing we retired ones should put our minds to."

"There is often a feeling that young ones are not as good as we were, but in my last job I had the chance to see them at work, and they are doing a good



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INCORPORATED BY ROYAL CHARTER

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"UNITY—LOYALTY—PATRIOTISM—COMRADESHIP"

and tough job all over the world."

Cdr. W. K. Wood, the branch president, in thanking Admiral Luce, presented him with a pewter tankard on behalf of the Lincoln members.

S.O.S. for bell

Ex-Royal Navy men in West Cumberland have sent out an S.O.S. for the bell of H.M.S. Melbreak, the wartime Hunt class destroyer.

Later classed as a frigate, Melbreak was broken up about 1956.

The Cumberland men want the bell for a new Royal Naval Association club which they hope to get under way soon in Cockermouth.

Melbreak was named after the local pack of fox hounds and during the war she was adopted by the town.

Her crest hangs in the council chambers, alongside a wood carving depicting a fox hunt, the work of a local joiner,

which was presented to the ship and returned when she went out of commission.

Mr. Jim Wilkinson, the association secretary, says he has made many inquiries, but there is no trace of the bell.

"I suppose it is on somebody's mantelpiece somewhere in the country," he said.

Children's treat

Ex-naval men, their wives, friends, children, and grandchildren from Newton Abbot visited Torquay in force on January 13.

The occasion was the annual treat for the children—45 of them—but the youngsters were outnumbered by parents and friends, as the total was 125.

The treat was organised by the Ladies' Committee of the branch, and included a visit to a pantomime.

WON THE D.S.O.

The death occurred on Christmas Day of Lieut.-Cdr. V. Rance (ret.), at his home near Worcester.

Vic Rance, who was promoted from Rating Observer, was awarded the D.S.O. for leading the successful air attack on the German battleship Tirpitz from H.M.S. Victorious in April, 1944.

For the first time in Britain, 45 Commando Royal Marines has paraded the Queen's and its Regimental Colours.

45 Cdo has been to most trouble spots, except Kenya, during continuous service overseas since 1946, and the Colours were presented by the Duke of Edinburgh some 15 years ago.

The Colours were taken from the church near the tower at the entrance of Stonehouse Barracks, Plymouth, and the white-helmeted six-man Colour party crossed the square to the officers' mess, where the Colours will now remain.

Lieut. Colonel John Owen, commanding 45 Cdo spoke of the past seven years which were spent in Aden, the Commando being the last of the Aden garrison units to leave.

He said the young marines behaved splendidly. Sometimes they were not allowed to fire, or had to wait for something to happen before they could. The worry was that a marine might not fire at all when the time came.

The situation was such that he either got the Military Medal or a court-martial.

Watching the ceremony was a former W.O.I with the Corps, Mr. Albert Daniel, an 85-year-old widower from Saltash, who once carried out gunnery and field training at the barracks.

Aden choice—medal or court-martial

Mr. Daniel enlisted in February, 1903, serving until July, 1922.

45 Cdo—which includes about 300 former members

of 43 Cdo which left Plymouth for Eastney last year—is now destined to play an important part in the nation's Strategic Reserve.

Mr. Daniel, with Lieut.-Colonel Owen and the Colours in the Officers' Mess at Stonehouse Barracks, Plymouth



FISGARD 'OLD BOYS' GET TOGETHER

It was January, 1918, and there were 46 15-year-old schoolboys at the Marlborough Gate of H.M. Dockyard, Portsmouth, when they heard the cry—"Ahoy there! Are you for Fisgard?"

The boys were joining the Navy as boy artificers. The name was changed to artificer apprentices during their four years' training in Fisgard.

Fifty years later, almost to the day, nine of the 46 got together for a reunion at the R.N. Engineering Benevolent Society Club, Southsea.

With a combined age of nearly 600 years, they had much to talk about—old friends, old ships, and old times.

Of the original 46, 23 were traced. Most of those who could not be traced left the Navy before the Second World War.

Those present at the reunion on January 14 were Messrs. R.

Collard from Lee-on-Solent, A. Cox (Southsea), S. Ellis (Norbury), G. Franklin (Southsea), H. W. Glover (Southsea), W. A. Plummer (Gunnisoake, Cornwall), C. J. Rhodes (Jarrow), A. Ward (Radcliffe, Surrey), and J. Winfield (Portsmouth).

Six others were prevented from attending by flu or the weather.

Four of the class were killed in action, and 25 were known to have been promoted, three eventually attaining the rank of Cdr.(E) and nine, Lieut.(E).

REUNION

A reunion of ex-submariners who are now living in or near Mombasa took place in H.M.S. Forth on January 4.

The picture shows Capt. R. L. Bell Davies (Capt. S/M7), Lieut. Farnfield (First Lieut. of Cachalot); Cdr. D. Blunt, R.N. (ret.), who first served in submarines in 1914, and saw service in the Dardanelles in E.14; Mr. Mitchell, who left submarines in 1957; Mr. A. Crooke, who served in submarines from 1937 to 1947 and was a member of the passage crew which brought the U-boat Graph from Iceland to Barrow-in-Furness after it had been captured; Lieut.-Cdr. C. A. F. Buchanan (C.O. Cachalot); and Mr. L. Barber who spent the war as a PO Tel in H.M.S. United.



Peter (the mongrel) saluted the King

"tot" and plenty of brown sugar. In fact, the vet who carried out a post mortem when Peter died said, "Death was due to sugar poisoning."

Lieut. Heron's best memory of Peter is of the day King George VI visited the school. Over the years the dog had been taught to sit upright and salute the Captain of Osprey when he came aboard.

But would he do the same for a stranger? Jock Delaney took him to the main gate, dressed in his bright-studded collar and a silver chain.

Jock said to Peter—"No salute—no tot and no sugar." Nearby was a saucer of demerara sugar and a basin of

"three-water." It was close enough to make Peter's mouth water.

As the King walked through the gate, Delaney whispered out of the corner of his mouth, "Salute—Come on you old."

STIFF AS A RAMROD

But Peter was sitting bolt upright with his right paw over that black patch around his eye, as rigid as a ramrod.

The King stopped, looked down at Peter and then at the Captain and asked: "Does he always do this?"

With a broad smile the Captain nodded, "Every morning, Sir, when I come aboard."

His Majesty smiled. "Incre-

dible," he said, "I would never have believed it. He deserves a tit-bit for that."

"I gather he is going to get one, Sir, after Parade," said the Captain.

"In that case we'll start the rounds," said the King, and they passed on, leaving Peter to his mouth-watering sugar and tot.

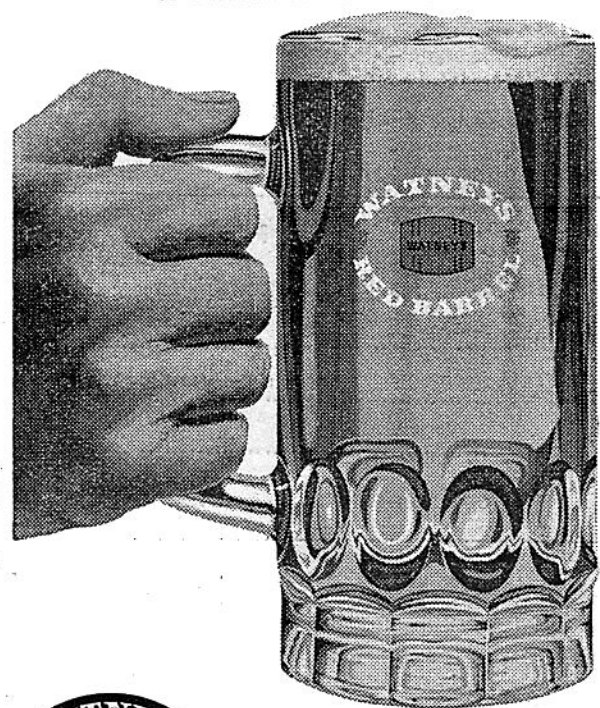
Lieut. Heron says that H.M.S. Serepta was a motley collection of dilapidated wooden huts in a jungle of weeds and bramble and unwanted Portland rubble.

The huts were relics of the First World War, and the habitat of that small band of pioneers who spent a spartan existence learning to combat the U-boat.

At that time, the early 20's, the "Ping" branch was still very much in its embryonic stage, and the world "Asdics" comparatively unknown.

RED BARREL

for men who can handle a fistful of flavour



WATNEYS RED BARREL

In the December edition of the Portland branch Magazine, published for the interest and information of the members of the branch and their friends, there is mention of H.M.S. Serepta which will, perhaps, recall to some "old-timers" the beginnings of the "Ping" branch.

Lieut. Bert Heron, vice-president of the branch, who is compiling his memoirs, allowed the editor of the magazine to publish an extract from them concerning a mongrel dog, Peter, found by Peter Murphy, a two-badged stoker, in the stokehold, nibbling coke.

From about 1923, until he died in 1938, Peter was a great favourite and a real "character." He was placed on the ship's books, and looked after by generations of the "Ping" branch.

Peter's greatest love was a

Grannie was a Wren



PO Wren Mullins

Three generations in the Women's Royal Naval Service is the proud record of the Mullins family, of Fareham (Hants).

PO Vivian Mary Mullins, aged 23, joined the Service in May, 1962, and is pictured at Gibraltar where she is a radio supervisor.

Her mother, Mrs. Ellen Mary Mullins, and her grandmother, both served during the Second World War. Her grandmother is thought to have been a petty

officer cook at Portsmouth.

Vivian went to Dover Grammar School, and was a tax officer before joining the Wrens. She has one sister, Gillian.

'Great courage' in rescue at sea

Vice-Admiral Sir John Hayes, the Flag Officer, Scotland and Northern Ireland, issued a Special Order of the Day commending a sailor for "the great courage and determination he displayed in the face of considerable danger to himself" in rescuing a shipmate in rough seas.

The sailor commended is 19-year-old REM 1st Class Malcolm Blenkinsopp, of the coastal minesweeper H.M.S. Wolverton.

On November 17, 1967, H.M.S. Wolverton was recovering dan buoys in Kirkcaldy Bay, Firth of Forth, when LS Peter Currie, aged 19, of St. Leonards-on-Sea (Sussex), fell overboard.

REM Blenkinsopp volunteered to go to his assistance, and did so wearing a lifeline. This proved too short. He detached himself and swam on to reach LS Currie, who was by this time exhausted.

REM Blenkinsopp remained with him 10 minutes, supporting him in the water and giving him verbal encouragement, until both were picked up.

REM Blenkinsopp lives at Bucknall, Stoke-on-Trent.

Queen's Gold Medal winner

To the Robert Roxburgh, naval history, and mathematics prizes he received at the Britannia Royal Naval College, Dartmouth, 23-year-old Sub-Lieut. Peter John Cowling has now added the Queen's Gold Medal for 1967.

It was presented to him at a ceremony aboard H.M.S. Manxman at Singapore, where he is serving on board the coastal minesweeper Kirkcaldy, by the Commander Far East Fleet (Vice-Admiral W. D. O'Brien).

The Queen's Gold Medal is awarded annually to the sub-lieutenant gaining the best results in academic and professional examinations.

His parents live at Newton Longville, near Bletchley (Bucks).

The 'News' Diary



This is not a new pop group formed at Whaley—H.M.S. Excellent—but Wrens displaying toys collected by the ship's company for presentation to orphanages at Christmas. The toys, shown here on display in the CPOs' Mess, had been repaired and repainted by volunteers. Wives and girl friends assisted in making such things as bed linen for the dolls' cots.

Husband's cooking is her pride

A wife who is proud of her husband's cooking wrote from her home at Chatham to mention some of his recent achievements. She is Mrs. Fielding, wife of CPO Alfred Fielding.

Local newspaper cuttings described how CPO Fielding and his partner at the Royal Naval Cookery School, Chatham, Colour Sgt. George Snell, prepared a roast pig at a carnival barbecue.

"Both of them," said one report, "are top men in the field of gastronomy."

Mrs. Fielding says that her husband is a City and Guilds examiner, and has enrolled as a student at Ealing Technical College for the 152 cookery course.

"If successful," she says, "I believe he will be the only man in the Royal Navy to have done this."

Besides an appreciation of good cooking, CPO and Mrs. Fielding have at least one more thing in common.

"May I say how much my husband and I enjoy reading 'Navy News,'" she added in her letter.



Sub-Lieut. Peter Cowling

Atlantic yacht team's work

Lieut. Leslie Williams has had a dedicated team of naval personnel to help him prepare his yacht Spirit of Cutty Sark, in which he will compete next June in the third single-handed trans-Atlantic race from Plymouth to Newport, Rhode Island.

They are CRE(A) Roy Williams, of Gosport; CJ Harry Bryant, of Ivybridge; LEM A. George; EA Philip Sims, of Porchester; and CJ William Baker, of Ryde, Isle of Wight.

HER MOMENT OF JOY (?)

For 32 years CPO Std. Ngai Ah Sing has taken a special pride in making the traditional British Christmas puddings, but in the Officers' Mess at Singapore Naval Base he has made the last one while wearing the uniform of the Royal Navy.

Though retiring he will still be seeing that the correct ingredients go into this year's pudding at the Naval Base, as Mr. Ngai Ah Sing will be re-employed in the Officers' Mess as a civilian.

He has served afloat in H.M. ships Suffolk, Kent, Cumberland, and Birmingham, and ashore on the staff of the Naval Commander-in-Chief, Far East Station, the Commodore-in-Charge, Hong Kong, and the Commodore Superintendent at Singapore.

He is photographed with Mrs. Anne Plugge, wife of Capt. R. F. Plugge, commanding officer of H.M.S. Terror, who provides a "picture of the year" expression of amused anticipation.



COMMENDATIONS FOR DUTY

Cheery smiles (below) from the men of Plymouth Command Clearance Diving and the Bomb and Mine Disposal Team. And who can blame them? They had just received their Commander-in-Chief's Commendation—for carrying out duties of a hazardous nature—from Commodore P. E. I. Bailey, of H.M.S. Drake.

Altogether 14 Commendations were awarded, but three had to rush off the previous evening to deal with a 1,000-pounder trawled up by a French

HAZARDS

fishing boat, and another had been drafted overseas.

In the first nine months of 1967, the combined teams travelled over 30,000 miles and dealt with over 1,000 major items.

Their activities included helping local police to de-bug safes, searching for the wreck of the Darwin, and a full underwater survey of the Torrey Canyon. They also cleared many items from Westward Ho! beach, and the harbour at Milford Haven.

Those to receive the Commendation were: Lieut. C. Lafferty, Lieut. P. Park (the Navy's "Man of the Year"), CPO W. Witherall (he was also awarded the Queen's Commendation for Brave Conduct in March last year), PO Wood, PO Clark, PO Williams, PO Cornick, PO Viney, LS Curran, LS Dalton, LS Higginson, LS Lewis, LS Wilson and AB Sweeney.

The mass presentation was able to take place because the team was standing by in case they had to move to Portland to assist in the raising of a helicopter that had crashed.



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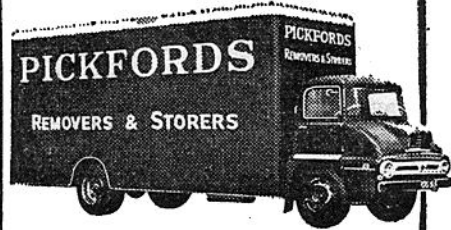
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A feature of the Royal Navy's stand at the Boat Show in London was a communications section manned by Wrens and ratings. From it, relations of officers and men serving afloat could send free greetings telegrams. Shown transmitting one of the messages is R.O.2 (W) Phillip Fuller.

How the mail got through

Although it seems long ago now, it is worth while recording how, despite the U.K. dock strike, the Royal Navy in the Far East got most of the Christmas mail on time. Distribution to the ships and shore establishments, however, required a complex system of transfers and re-transfers at sea.

One thousand bags of mail were put on board the assault ship H.M.S. Intrepid at Portsmouth, and transferred to the store ship R.F.A. Fort Dunvegan off Beira.

The Fort Dunvegan was required at Aden, so the mail was transferred at sea to the air store ship R.F.A. Lyness, which reached Singapore Naval Base at the end of November.

R.A.F. HELPED

Another 800 bags were sent direct from England in R.F.A. Hebe, and yet more mail was flown to Gan by the Royal Air Force, transferred to the R.F.A. Fort Rosalie, and then transferred to H.M.S. Eagle for delivery in Singapore. Other mail was sent through normal channels from non-strike-bound ports.

Mail for the Naval Task Force at Aden was taken in bulk in the stores ship R.F.A. Tarbatness. More mail was flown to Bahrain and transferred to R.F.A. vessels for delivery at Aden.

New books are mines of information

Two more volumes of the "Navies of the Second World War," by H. T. Lenton (Macdonald & Co. (Publishers) Ltd.) (15s. each) have appeared.

The volumes are (1) American Battleships, Carriers and Cruisers and (2) the Royal Netherlands Navy.

Both contain comprehensive details - displacement, dimensions, machinery, complement, etc., together with the names of the builders, dates launched, and the fate of the ships, and are liberally interspersed with photographs (77 in the American book and 65 in the Netherlands).

These books are well up to the standard of the four volumes already published - German Submarines and German Surface Vessels - and are mines of information.

H. R. B.

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In the present economic state of the country it is more than ever essential that men leaving the Service—and especially those with skills not immediately applicable to civilian life—should take advantage of the resettlement advice and opportunities provided.

Wake up!—or you may lose career opportunities

For Royal Naval and Royal Marine personnel, officers and ratings alike, successful resettlement is largely dependent upon qualifications acquired during their service careers, and also taking advantage of the facilities which are available within the Service to help them acquire further qualifications.

All men should make themselves aware of the facilities, entitlement and possibilities which are available to them under the Naval Resettlement Organisation.

Regret on leaving the Service is a poor substitute for a qualification which could so easily have been obtained towards the end of one's service career.

Planning, self-help and deter-

mination are the key words. Having decided upon the kind of work they wish to enter upon leaving the Service, personnel should read all they can about the qualifications required, and then plan and work to obtain those qualifications.

It is of very little use to leave it to within a few weeks of release and expect a job to fall into their laps. It does happen, of course, sometimes—but not very often.

Although personnel should remember that resettlement is their own problem, it can be a far less difficult problem if they make full use of the facilities which are available.

The main elements in the preparation of officers and

ratings for their return to civilian life are—(a) early counselling advice, (b) systematic study during the final phase of service, (c) the acquisition of nationally recognised qualifications and (d) the establishment of direct contact with job-finding organisations.

To assist officers and men to become "re-settled," a comprehensive Naval Resettlement Organisation has been set.

Under the Director of the Naval Education Service and the Fleet and Command Instructor Officers, Naval Resettlement Information Officers are located in R.N. Barracks, Portsmouth and in H.M.S. Drake at Devonport.

FORM E.D.828

These officers work in close collaboration with the Ministry of Labour and Regular Forces Employment Association, and are concerned solely with resettlement.

Their functions are, briefly: (i) to advise all officers and ratings who request resettlement interviews, (ii) to initiate action required on receipt of individual Forms E.D.828 and (iii) to brief ships' Resettlement Information Officers as required.

Form E.D.828 is a Ministry of Labour form and should be completed not later than four months before the date of discharge.

They are required to assist the Ministry of Labour and the National Association for the Employment of Regular Sailors, Soldiers and Airmen in finding suitable employment for the men concerned.

They are also required by Resettlement Boards for men wishing to be interviewed. For men wishing to apply for Government Vocational Training Courses it is particularly important that Forms E.D.828 are sent in at the right time in order to ensure that their applications are made at the earliest possible date.

In general it is essential that preparation for resettlement should begin in good time, and for this reason it is considered that a point two-and-a-half years before termination of service is suitable for first action. The key to future employment may be the gaining of a further recognised qualification and two years is usually the minimum time required for this. For certain qualifications an even

(Continued on page 20)

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British Transport Police, PO Box No. 25
Park Royal, London NW10**



Cdr. R. H. Weedon, the
Naval Resettlement Information Officer

FUTURE IS MAINLY IN OWN HANDS

Continued from page 19
longer period of part-time study is necessary.

Re-engagement is always the best means of resettlement for those ratings who are eligible. This affords yet further time for preparation for the ultimate return to civil life and provides the opportunity for the saving of further capital which may be needed to help plans to be realised. All personnel are therefore advised to seek early advice from their ship's Resettlement Officers, so that if required an interview can be arranged with N.R.I.O.'s at home, or Base Instructor Officer overseas. Officers may at any time request an interview with one of the N.R.I.O.'s or with the

Employment Liaison Officer, Ministry of Defence (Navy). A new series of advisory courses on the prospects for second careers in civil life are now available for officers and

ratings who are able to take advantage of subsequent periods of directed study and should be attended at the two-and-a-half year point.

Army Resettlement Panels Overseas. These panels are available to Naval and Royal Marines personnel. The dates of visits and arrangements for

Continued on page 21

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Training for new careers can be arranged

Continued from page 20

interviews are promulgated locally, and details are available from Base Instructor Officers overseas. This panel is also empowered to allocate directly without further interview in the U.K. a limited number of vacancies on the Ministry of Labour training courses for Potential Supervisors in Industry.

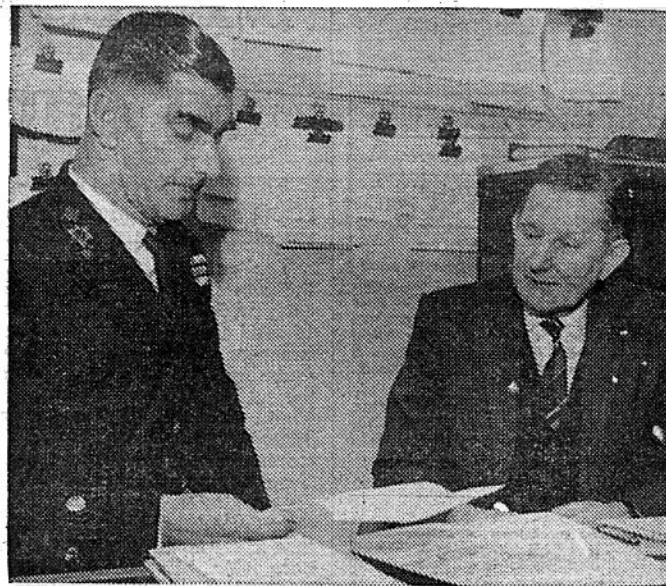
Ministry of Labour. Ministry of Labour Officials are present at all Interview Boards arranged through the N.R.I.O.'s or the S.I.O. Scotland and Northern Ireland and at the Army Resettlement Panels overseas. The Ministry of Labour has a number of Occupational Guidance Units established in various centres, details of which are available from N.R.I.O.'s or ships R.I.O.'s.

Resettlement information is contained in Defence Council Instructions—Services Resettlement Bulletins—Booklet "Civilian Employment"—A Guide

for the Regular Officer—Booklet "For Your Guidance" (which will be issued to all ratings at least six months before leaving the Service). All contain information which is invaluable to people leaving the Service.

VOCATIONAL TRAINING

Long Term.—A number of long term vocational training courses are available covering educational subjects, additions to service qualifications such as Certificates of the City and Guilds of the London Institute, Correspondence Courses under the Forces Correspondence Course Scheme, civilian courses under the Further Education and Vocational Training Scheme, and a course to obtain the Higher National Certificate in Business Studies. Courses may also be undertaken by part-time and directed study in Technical and Commercial colleges and other institutions.



Mr. S. S. Gatrell, assistant to the Naval Resettlement Information Officer (Cdr. R. H. Weedon), interviews Stores CPO Khan

Short Term.—Vocational training covers many fields and 28-day courses in a number of subjects are available which can be used as an introduction to post-release full-time Government Vocational Training.

These take place in the R.N. Vocational Training Centre in Portsmouth and at Army Resettlement Centres.

Where suitable training is not available in the Services, a period of 28 days training with

in the Old Admiralty Building, Whitehall, is primarily concerned with advising officers about to retire or retired, how best to set about obtaining employment outside the service, and he may also be able to arrange helpful interviews for them. Officers wishing to seek his advice should get in touch with him about four months before their release.

The Officers' Association. This association has a resettlement and employment department which is at the disposal of all officers who are seeking employment and are within four months of their release.

Ratings.—The National Association for the Employment of Regular Sailors, Soldiers and Airmen (N.A.E.R.S.S.A.) is a major organisation concerned solely with employment for ex-Servicemen. It has a high success rate and despite current difficulties it remains very high. N.A.E.R.S.S.A. is in close contact with the Ministry of Labour and also receives direct requests from industry.

Registration is effected by completing Form E.D.828 and they have employment officers in major towns throughout the U.K.

Men seeking employment with the Post Office should do so through N.A.E.R.S.S.A., as the association has a priority over civilian sources of recruitment.

Employment Services of the Ministry of Labour. The Professional and Executive Register is kept at 38 of the larger Employment Exchanges, ex-Regular officers have a right to registration and senior ratings or N.C.Os. with suitable qualifications (H.N.C. or above) are also advised to apply for enrolment.

The Local Employment Exchanges. Registration is by Form E.D.828. These local offices are in touch with local conditions and maintain lists of vacancies mainly in, but not



Lieut.-Cdr. J. H. Cook, representative of the National Association for Employment of Regular Sailors, Soldiers and Airmen

civilian firms may be arranged. There are various other pre-release vocational training courses, e.g., in the Construction Industry (basic training on excavators, diggers, etc.), computer training, Business Training and Potential Supervisors.

POST-RELEASE TRAINING
Government Vocational Training Courses. Full-time training in some 40 trades is available at a large number of centres throughout Great Britain for men without a usable skill, and priority is given to ex-Regulars.

Other special training facilities under the G.V.T. Scheme sponsored by the Ministry of Labour include refresher or conversion courses at G.T.Cs. for skilled men who have not practised their trade for some time, training at technical or commercial colleges and training in employers' establishments.

Post-Release Business Training Courses. The Ministry of Labour arranges a 12-week course which may be taken after retirement only, and the availability of this course is dependent on the number of ex-Service personnel wishing to take it.

Academic/Professional/Technical Courses. Many courses are available for men wishing to do full-time study to qualify for a second career, such as entering the teaching profession. Local Education Authority grants and other awards are available for further full-time education.

JOB-FINDING

Considerable information is available to help officers and men to obtain employment.

Officers.—The Employment Liaison Officer, whose office is

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An example of self-help and determination is SCPO Khan of the Tenders' Victualling Office in R.N. Barracks, Portsmouth. Wishing to prepare himself for a responsible position on leaving the Service, he has taken the Higher Education Test, obtaining distinction in four subjects. He has obtained a British Institute of Management Certificate in Foremanship and Supervision, a Certificate in Works Management from the Institute of Works Management and undergone a Business Training course.

confined, to their own localities. They are always ready to help with employment problems and in every exchange there is an officer whose special duty it is to help ex-Regulars.

If possible the officer should be visited prior to terminal leave because personnel can accept employment during leave.

Naval Resettlement Informa-

tion officers are often able to put men directly in touch with potential employers.

It has not been possible in this article to cover all the facilities which are available to personnel, but all interested in their resettlement—and, eventually, everyone is affected—will find full information available to them just for the asking.

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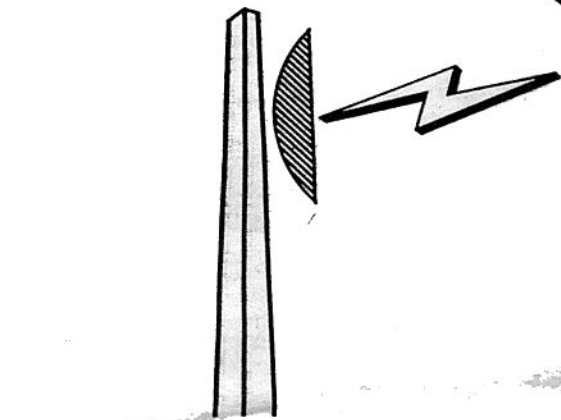
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Minesweeper crews' aid
to earthquake victims

The British naval authorities lost no time last month in giving aid to the victims of the Sicilian earthquake, which devastated such a large area and caused so many casualties.

The series of tremors struck the western tip of the island early on the morning of January 15, and that evening the minesweepers Walkerton, Ashton, Stubbington and Crofton, and the R.F.A. Sea Salvor, left Malta with medical supplies, 1,000 blankets and 25 tons of stores. The ships arrived at Trapani the next day.

Cdr. I. W. Powe, commanding the 7th M.C.M. Squadron, said that naval medical teams led by Surg. Cdr. M. J. Boyle inoculated more than 2,500 villagers against typhoid.

ARMY TENTS

Sailors from the ships, and soldiers from the Royal Anglian Regt., demonstrated to Italian troops how to pitch the British Army tents.

Cdr. Powe said that when the naval team left the island—the ships were based at Trapani, 105 kilometres from the Navy's scene of operations—more than 5,000 homeless people were under canvas, and the number was still increasing.

The medical teams sent to the island consisted of Surg. Cdr. M. J. Boyle; Surg. Lieuts. P. M. Coats, Donald G. MacDonald, Andrew J. Reed and Derek Wilson; MT 2 Leonard Lloyd; MT 3 John Inglis; MT 4 Carl Wilbur; POMA Alan J. Gutteridge; LMA Michael Davey; and MA's Ian Wag-horn, Michael Diamond and Michael Chandler.

2,000 MEN
AND A GIRL

Among the 2,000 officers and men in H.M.S. Hermes in the Arabian Sea was just one girl—Wren Hilary Smith, of Kelsall, Chester.

Flown to the ship to give secretarial assistance at a court martial, Hilary spent two days on board, being given V.I.P. treatment in the matter of accommodation.

At sea, Capt. J. D. E. Fieldhouse, the commanding officer, lives in his sea cabin near the bridge, so his empty quarters aft were at the disposal of the only "feminine member" of the ship's company.

IN TRIBUTE

Rear-Admiral D. L. Davenport (the Flag Officer Malta) has received the following message from the Italian Ministry of Defence: "In the name of the Italian Government I send my most grateful thanks for the generous help which you so touchingly and promptly provided for the Sicilian people, victims of the earthquake."



CHRISTMAS DERBY

They're off! That was the cry in H.M.S. Hermes on Christmas Eve. The carrier, part of a task force in the Middle East, was holding her Christmas race meeting.

The "horses," stalwart P.T.I.'s and others, raced along a track marked out on the flight deck, more or less at the will of giant-coloured dice tossed from dustbins by equally stalwart members.

The danger of foot-and-mouth disease was forgotten in the excitement of the racing. Perhaps the glamour of Ascot or Aintree was missing, but this could not deter a good crowd, who turned up complete with binoculars, shooting sticks, and all the other paraphernalia of the track.

An added attraction was the auctioning of the horses before

each race, the auctioneer being Lieut.-Cdr. Michael Stovold.

In Memoriam

Kenneth Savage Brookes, CPO. P/JX.175945. H.M.S. Victory. December 6, 1967.
John T. Clowes, AB. D/092447. H.M.S. Dolphin. December 22, 1967.
Kenneth S. Ball, REA (Air) 2/c. L/F.969825. H.M.S. Goldcrest. January 2, 1968.
Capt. Stanley T. Kemp, R.M. 43 Cdo RM. January 9, 1968.
Lieut.-Col. Richard J. E. Bavin, R.M. H.M.S. Saker. January 10.
John Payne, Mnc. RM. 25656. ITCRM, Lymington. January 13.

COMMENCING THIS MONTH

A NEW
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Each month a different picture

SEE PAGE 8 FOR FULL DETAILS

Flyweight champion



Naval Air Mechanic Whiteside receives the Air Command fly-weight trophy from Capt. P. C. S. Chilton, Chief Staff Officer to F.O.N.F.T.

Following his second-round victory in the Naval Air Command Boxing Championships, H.M.S. Condor's brilliant young flyweight champion, NAM Whiteside, won his way through to the finals of the inter-command championships held in H.M.S. Drake.

In the final he was matched against a more experienced representative from the Portsmouth Com-

mand, but using all his skill and ringcraft he emerged the winner on a majority points decision.

Following in his father's footsteps, he joined the Navy last year, and prior to this, had only entered the ring as a schoolboy. He is, therefore, to be congratulated on becoming the Royal Navy fly-weight champion at his first attempt, and with so little experience to call upon.

No more excuses—some 'biff' needed

In spite of the more glowing remarks that have been made concerning the efficiency of the Royal Navy soccer team, and the obvious success that it enjoyed in the games leading up to the Christmas leave period, it is now equally obvious that all will not be plain sailing.

The forecast that the Royal Navy would produce more success in the Inter-Service tournament this coming March will need to be looked at again, and with a less optimistic approach than before.

The team's performance against the Universities Athletic Union on January 17 was far from satisfactory. True, the Navy went down by only the odd goal in five, and this, against opposition which had already defeated the Army by three goals to one and the R.A.F. by one goal to nil, should not cause much misgiving, but the performance of the Navy team should.

FEEBLE EXCUSES

One hates to continue with the old story "this was one match they should have won," for although this was so, it is about time that these "should

A party of 16 represented the R.N. Football Association for the annual two matches in Guernsey on January 1 and 2.

The first game was on January 1. The Guernsey-ites kicked off with a strong wind at their back and, before the Navy could settle, a mix-up between the centre half and the left-back resulted in Guernsey getting an easy goal.

In spite of the strong wind the Navy lads had their share of chances and play, but after 35 minutes Guernsey went further ahead with a well taken goal.

UNNECESSARY PENALTY

Things at this time did not appear too drastic, but just before half-time, in sheer desperation, the Navy gave away a rather unnecessary penalty. With the change-over, in spite of the still strong wind, a three-goal deficit seemed too much to overcome.

SOCCER NOTES BY BENBOW

have been's" should be converted to "has been's."

One cannot go on for ever making feeble excuses, such as "what can you expect so soon after the leave period."

The Navy team consisted of true and well-trying footballers, all of whom are reasonably fit, and many of whom had games over, or since, the leave period. At least, with this so-called first XI out, team work should have been more apparent than it was.

No one, on this performance, should have been rated as "outstanding": in fact, few put up a creditable or satisfactory performance at all.

WEAKNESSES

Midfield play, while producing little in the way of threats, was reasonable, but the weaknesses in defence, and the consolidating of attacks, was deplorable.

In the attack there did not seem to be the energy, enthusiasm, or enterprise the earlier games predicted, and those concerned must surely be aware

BLACKHEATH GAME GIVES NAVY GOOD TESTER

REA Trevor Gatehouse, the U.S., Air Command, Hampshire, R.N., and Combined Services hooker.

The most important part of the season from the point of the Royal Navy rugby team is now beginning.

The first of the six preliminary games before the Navy versus R.A.F. match was the Blackheath game on January 27. "The Club" is having one of its most successful seasons for many years.

The Navy Selector wisely decided on a neat blend of experience and experiment—with eight former caps and seven newcomers.

Gareth Jones, who played in the centre for London Welsh last year, was required by Cornwall, but he will be a tower of strength in the team when available.

These preliminary games will show how the Navy front row show up against experienced opposition, but if Trevor Gatehouse hooks as well as he did last season for the Navy and Combined Services, all should be well.

On paper, the Army team looks very strong this year and no doubt are being tipped as favourites for the Inter-Service championship.

The R.A.F., with its inter-

that opportunities must not be missed.

Each and everyone, attack and defence, must take a further look at themselves and determine that they must get at grips with themselves and the game.

They must stamp their mark on the game, really take charge, and show all opposition that they have the drive and skill that can dominate in all departments of the game.

NO PANIC CHANGES

Panic changes are, obviously, out of the question, and I am sure with the continuance of training and the blending of the players into a team, the Royal Navy will live up to its earlier promise.

It is the players alone that can do this: they should pull up their socks and "get on with it" and, by this means, the Constantinople Cup will again come to roost in the Royal Navy show case.

Both the national press, and the local press, did not write down the Navy as much as is being done here, and local remarks heard at the game implied that the team was "not so dusty."

But complacency must not creep in. The boys must appreciate that they can only play as well as the opposition will allow, but it is up to them always to dominate any opposition.

"Dig out, assert, and give all you've got."

Island 'jolly'—a shock for Navy XV

Nevertheless the Navy team had most of the play. Although they pegged back one from the margin, the eight yards by eight feet goalmouth simply could not be penetrated again.

A GOOD GAME

Next against the youngsters of the island.

This time there was quite a different picture, with the Navy doing almost as it wished. The final score was 8-2 to the boys in blue. This was revenge indeed, for the Navy really played like a team inspired.

The team spent the evening as guests of the local football association, and the hospitality was so good that it was a very

tired and weary squad which arrived back at Eastleigh on January 3.

This New Year "jaunt" has been a feature for the Navy for many years, but with dwindling gates, television, and bad weather it was necessary to think again.

It has been decided that the New Year matches will cease, and the fixtures moved to early May. This is just before the island's Muratti Cup matches, which are held over the Liberation Day period.

The new scheme will have many advantages—the Royal Navy can field a full team, the matches will provide real tests for the locals, and the weather will be more suitable.

RUGBY NOTES BY NIMROD

nationals Larter and Glover, also looks a useful side, so there is a prospect of some very good Inter-Service games at Twickenham.

"Nimrod" wrote the previous paragraphs before the Blackheath match, the result of which showed how wisely the selector had done his job.

The Navy went down by 11-14, but the defeat has been described as an honourable one, and both sides could be well satisfied with the match.

At the interval the Navy were leading 11-3, thanks to taking their chances and a fairly stiff breeze behind them.

Merrick scored from a mistake by Hiles on the Blackheath line very early in the game, and Cunningham converted. Lane and Gibson scored the other tries for the Navy.

Thorne scored for Blackheath just before half-time, which Hiles could not convert.

The scoring in the second half was a penalty goal, taken by Hiles, and another try by Thorne. The final try was scored by Byrne, Hiles making the conversion.

HOURS OF TOIL HAVE PAID OFF

Since the end of September, there have been smiling faces at Burnaby Road, Portsmouth—home of United Services Rugby Football Club.

After years in the doldrums, Services have at last found the team and the form to regain much of their lost glory.

Although still a predominantly Navy side, Services success has been due in no small measure to their tall, quiet-spoken, Army skipper, Peter Eastwood.

A forward of vast experience, Eastwood joined the Portsmouth club from Richmond last season, and in his first term of captaincy has brought new spirit to the premier service team.

TEAM SPIRIT

Under his direction a great team spirit has emerged, but this has not been achieved overnight.

Seldom have Services trained harder or been "barracked" harder by their own leader for failing to reach his own high standard.

But the hours of sweat and toil have paid off handsomely. In the first four months of the season, Services played 18 matches losing only two—and they have yet to be defeated away from home!

Throughout the years Services officials have tried, not always successfully, to attract to Burnaby Road, the cream of Service players.

This season, under Eastwood's leadership, they have succeeded, and a team capable of taking on the best in the country has emerged.

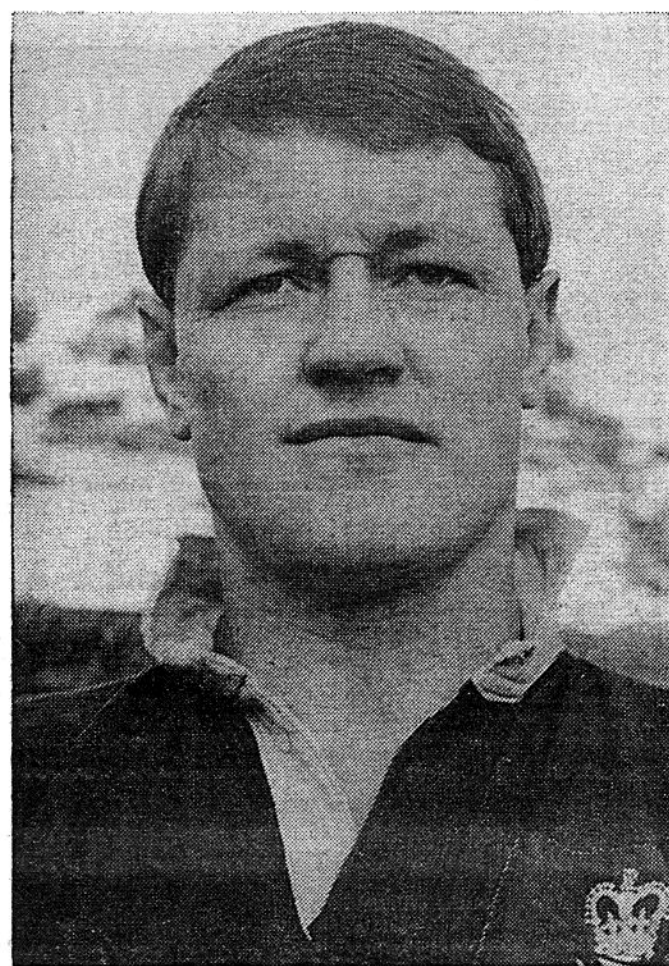
FIRST DEFEAT

They went 12 matches without defeat until the run was eventually ended by London Scottish—still the most power-packed attacking force in club rugby.

But what a tremendous battle Services gave the star-studded Scots, who contained two British Lions in their line-up, before finally going down 16-3.

Throughout the first half of the season, Services, have always tried to play the kind of rugby which delights spectators.

At every opportunity the ball has been moved with a gay—and at times—reckless abandon.



England cap possible

Ex-Royal Marine Lieut. Ian Duckworth, who was a regular Navy player before leaving the Corps a year ago, is now on the fringe of an England cap.

Playing on the wing for his new club, Bath, he has quickly established himself as a contender for an England wing position. After good games for Somerset in the county championship, it was not surprising to find his name down for the final England trial.

Although not originally selected for England against Wales, he was suddenly called in at the last moment when Webb dropped out. Unfortunately for Duckworth he was in bed with flu.

All his Navy friends will wish him luck when his chance comes up again.

Twickenham Sevens tournament.

Last season they were defeated in the final of the qualifying round by Richmond, who went on to contest the final proper against Harlequins on the international ground.

Services feel that on this occasion they can do better, and a magnificent season could end on no more satisfactory note than Eastwood leading his team on to the Twickenham pitch before 50,000 spectators on April 27.

The Army were overall winners in the 37th Inter-Service skiing championships at St. Moritz on January 24 and 25. The Royal Navy was second, with the R.A.F. third.

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Navy taking part in Rio race

Four Royal Navy officers, a Royal Marine captain and a petty officer, are travelling nearly 7,000 miles and spending £150 each of their own money to "Back Britain" unofficially in a 1,200-mile race from Buenos Aires to Rio De Janeiro next month.

They are members of the Royal Naval Sailing Association and they will be sailing an Argentinian 40-ft. yawl, Bonito, lent by a surgeon and built in 1953.

She will be the only British entry and the crew will be the third to take part in the triennial race, now in its 21st year. There is a large international entry including boats from the United States, Holland, Germany, Italy and South America. The race starts on Sunday, February 4, and will last about 10 days.

In addition to the £150 to be found by each member of the crew, money is being donated by individual members of the R.N.S.A., by the Royal Navy and Royal Marine Sports Control Board, and by the Club.

The skipper and navigator will be Lieut.-Cdr. T. J. F. Sex, of Chipstead (Surrey), who took part in the Rio race in

SPORTING ROUND-UP

1962 in Belmore, which was placed second in her class and eighth overall, sailing home to Dartmouth non-stop from Rio afterwards in 49 days.

The other crew members will be Capt. George Wheatley, R.M., of Poole (Dorset), Lieut.-Cdr. Patrick Bryans, of H.M.S. Ganges (Ipswich), Lieut.-Cdr. David Gay, of Princed, Emsworth (Hants), Sub-Lieut. Peter Jackson, of St. Albans (Herts.), and PO Mike Bird, of Winscombe (Somerset).

Judo for children

Taking advantage of the excellent facilities which the well established Condor Judo Club has to offer, a new club, the Condor Kwai caters for the wives and children of Service

and civilian personnel attached to the Station.

The ladies meet on Mondays under the tuition of Wren Carol Humbles, herself a Yellow Belt. On Thursdays the enthusiastic and keenly competitive juniors take the mat, and under the instruction of Lieut. F. Blackwell have proved themselves able and willing students.

Recently a grading session was held as the culmination of a five-day coaching course conducted by the Royal Navy judo coach, Cpl Edwards.

At the end of the contests PO Mosely, of Lissiemouth, who had conducted the gradings, congratulated the juniors on the remarkably high standard of proficiency they had achieved in the short time since the formation of the club.

The most successful junior was undoubtedly Anne Markham, the 15-year-old daughter of Master-at-Arms Markham, who, competing against older and more experienced opposition, succeeded in winning both her contests, to gain a well-deserved promotion from the junior grade to Orange Belt.

Golfers coached

Mr. John Stirling, of the Meyrick Park Golf Club, one of the official English Golf Union coaches, has been coaching the probables and possibles for the Royal Navy golf team.

The course at H.M.S. Figgard on January 20 and 21 is part of a scheme designed to improve the standard of Navy golf, and to attempt to win the Inter-Services tournament, in June.

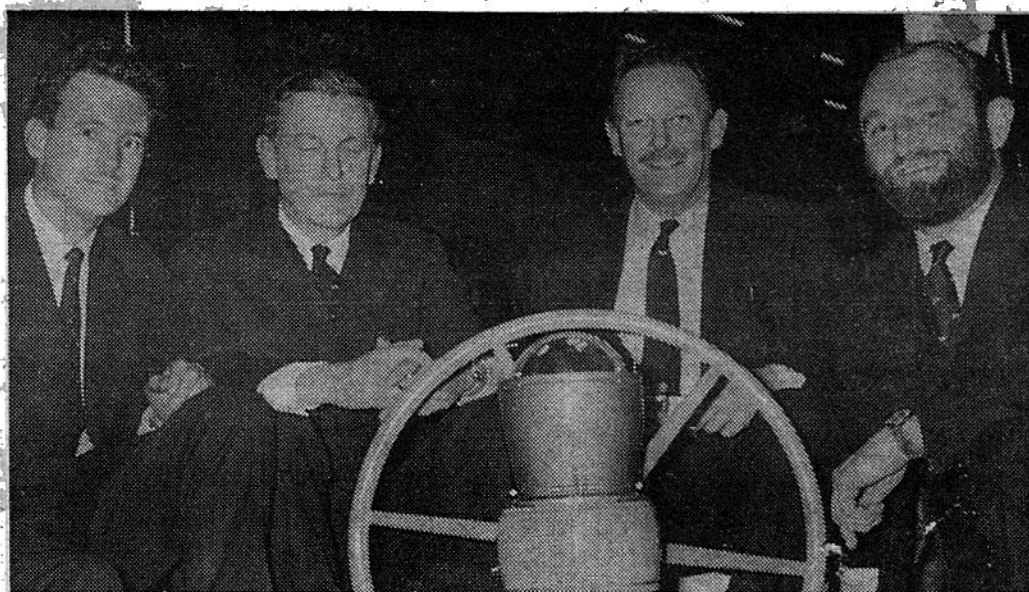
Squash champions

In the Women's Inter-Service squash rackets championships at Aldershot last month, the R.N. Women's team were triumphant, beating the W.R.A.C. by four matches to one, and the W.R.A.F. by a similar score.

The winning team was composed of Third Officers M. J. J. MacColl (Daedalus), M. E. Cutts (Condor), P. J. Heanley (Dauntless), L/Wren J. Lomax and RPO Wren J. Butler, both from Dauntless. Second Officer M. H. Gosse (Drake) was the reserve.

The Combined Services match versus the British Universities Women's team was won by the Services, 3/0 MacColl, playing No. 1, winning her match, and 3/0 Heanley, playing No. 3, losing hers.

Surg. Capt. J. Inverdale, well known in Royal Navy rugby football circles, has been appointed a vice-chairman of the United Services Rugby Club.



Four of Bonito's crew in the cockpit of the Spirit of Cutty Sark at the Boat Show—PO M. Bird, Lieut.-Cdr. D. Gay, Capt. G. Wheatley and Lieut.-Cdr. T. J. F. Sex. The Spirit of Cutty Sark will be sailed in the Single-Handed Trans-Atlantic race by Lieut. J. L. R. Williams this year

A.B.A. TITLE AFTER ONLY FIVE YEARS

Burns Night at the Albert Hall proved a great starting point in the international boxing career of Marine Max Smith, who is serving at the Royal Marine Barracks, Portsmouth.

Making his debut for England against Scotland, the Navy and A.B.A. light heavy-weight champion took just two minutes and 14 seconds to stop David Frape.

Smith, who is coached by C/Sgt. Derek Evans, has his eyes on the Mexico Olympics, and the way he went about this fight should enhance his chances of making the trip.

In front of 5,000 people, he made it clear from the bell that he was out for a quick knock-out.

COUNT OF EIGHT

Lunging forward at the shorter and stockier Frape, he quickly got through with some straight jabs to the body. After about a minute he got home a beautiful right hook which sent Frape to the canvas for a count of eight.

Shortly after this he had his man on the floor again, this time for a count of nine.

Although Frape made a gallant effort to keep fighting, it was no surprise to the crowd when the referee stopped the contest to avoid Frape further punishment.

Smith has been selected to represent England against Ireland in Dublin in February, so that with luck we should have a Royal Navy champion at the 1968 Olympics.

RISE TO FAME

Max Smith took up boxing in Malta when he was 19, and five years later he was an A.B.A. champion—1966/67 season.

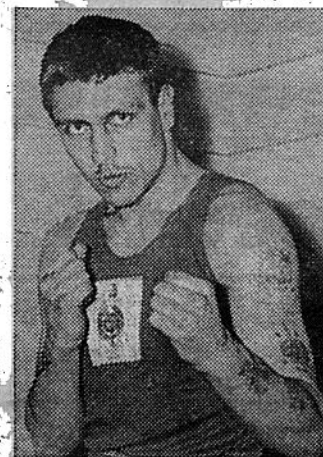
His introduction to the ring could not be considered auspicious, for he lost his first four fights, but he decided to keep on until he did have a win.

His first win spurred him on and he aimed, first for the Royal Marine title, then the Navy title, and then the Combined Services.

BASKETBALL CHAMPIONS

The Plymouth Command team which won the Inter-Command basketball championship at Plymouth. Back row (left to right): Sub-Lieut. Gould (Figgard), CPO Randall (Cambridge), PO McGlenaghan (Torquay), Lieut. Johnson (Raleigh), LRO Dowe (Drake), Lieut. Spurling (R.N.E.C.), PO Newman (Drake). Front row: App. Chamberlain (Figgard), Sub-Lieut. Foo (R.N.E.C.), CAA Gittings (Rhyll), Sub-Lieut. Phoon (R.N.E.C.), CAA McManus (Rhyll).

SPORTSMAN OF THE MONTH



Mne Maxwell Smith

Asked how he felt before entering the ring for the A.B.A. final, he replied: "Normally I fight for myself, but on this

occasion I was very conscious of the weight of responsibility I had on behalf of the Corps and, in particular, for the many friends who had wished me well.

He was disappointed at not being selected to box in Rome last year in the European championships, but as he pointed out, he had only had 37 contests, and perhaps that was not quite enough experience to take on the best boxers in Europe.

He is still training hard, and last October gained a points victory over the English international, Brian Sandy, of the Portsea Rotary A.B.C.

Max Smith has been in the Royals seven years, and feels boxing is becoming less popular in the Services. He thinks this is a great pity.

AGGRESSIVE DOCTOR

Asked what he thought of Dr. Edith Summerskill, he replied: "She's good for a laugh, and I suppose you have to tolerate her extremist views. She's more aggressive than some boxers I have met."

Mne Max Smith considers that boxing steadies and matures an individual, and if he had a son who showed interest and aptitude for the sport, he could encourage him.

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